THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.

E. St. JOHN NEALE,
Secretary of Legation.
H. M.'s Legation, Shanghai, 22nd June, 1860.

VOL. XVI., No. 793. SHANGHAI, SATURDAY, OCTOBER 7TH, 1865. PRICE, TAELS 15 ℔ ANNUM.

INTIMATION.

ADMINISTRATOR'S NOTIFICATION.
In re DANIEL GEORGE MUNRO, *deceased.*

ALL persons indebted to the Estate of the late DANIEL GEORGE MUNRO, are requested to pay the amount of their respective debts to the undersigned with as little delay as possible;—and all persons having claims against the said Estate are requested to furnish particulars to the undersigned before the 31st day of October, 1865.

WILLIAM TARRANT,
Administrator in China
28oc 631 Shanghai, 26th Aug., 1865.

NOTICES OF FIRMS.

NOTICE.—The interest and responsibility of Mr. GEORGE WHITFIELD, in our Firm, ceases from this date.

WHITFIELD & KINGSMILL,
Civil Engineers and Architects.
7oc 4368 Shanghai, Sept. 30th, 1865.

NOTICE.—The interest and responsibility of Mr. FREDERICK HORSES BLOCK, in our Firm, ceased on 31st May last.

TRAUTMANN & Co.
30de 640 Shanghai, Sept. 30th, 1865.

NOTICE.—I have admitted Mr. WILLIAM PITCAIRN GALTON to a Partnership in my business of *Public Tea Inspector and Commission Agent*, which will in future be carried on under the style of E. H. How & Co.

E. H. HOW.
16oc 637 Foochow, 1st Sept., 1865.

NOTICE.—I have this day established myself as *Public Tea Inspector* at this Port.

ALEXANDER COCK.
Office,—*Laou-Hokee-Hong.*
tf 635 Shanghai, Sept. 1st, 1865.

NOTICE.—The interest and responsibility of Mr. EDWARD WEBB, in our firm, ceased on the 30th June, 1864

DENT & Co.
15oc 620 Shanghai, 14th July, 1865.

NOTICE.—I have this day established myself as *Public Tea Inspector, and General Commission Merchant* at this port under the style and Firm of GUNDRY & Co. Offices at *Laou Kelecha*, Foochow Road.

ALFRED A. GUNDRY.
tf 605 Shanghai, 1st June, 1865.

NOTICE.—The interest and responsibility of Mr. CRAVEN WILSON in our Firm, both in Hankow and Chinkiang, terminated on the 15th instant.

CRAVEN WILSON & Co.
Shanghai, June 17th, 1865.

WITH reference to the above, the business hitherto conducted by Messrs. CRAVEN WILSON & Co., at Chinkiang, will for the future be carried on under the style and Firm of

CHARLES HUDSON & Co.
tf 608 Shanghai, 17th June, 1865.

NOTICE.—Our Business in London hitherto conducted under the style of J. F. H. TRAUTMANN, and that in Hankow under the style of R. C. D. MOFFAT, will henceforth at both places be carried on under our own firm.

We have also opened a Branch of our firm at Yokohama.

Mr ROBERT CARRICK DONALDSON MOFFAT and Mr. FRANZ BORNTRAEGER, have this day been admitted Partners in our firm.

TRAUTMANN & Co.
2de 603 Shanghai, 1st June, 1865.

NOTICE.—I have this day established myself as a *Public Silk Inspector* at this Port.

J. T. BRAND.
Temporary Office at the Silk Godown of Messrs. Fletcher & Co.
Hong name—*E-Yuen* 義源
tf 601 Shanghai, 20th May, 1865.

NOTICE.

THE Undersigned (in the absence of Mr. ALBERT ROBINSON, M. Inst., C. E.) having been appointed Agents for Messrs. RANDOLPH, ELDER & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.
tf 434 Shanghai, 18th May, 1864.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his [illegible] attention.

J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864.

NOTICE.—Mr. H. A. KNOOP is from this day authorised to sign our Firm by procuration.

KNOOP & Co.
8oc-65 517 Shanghai, Oct. 8th, 1864.

NOTICE.

ON the first of May 1864, Mr. JOHN BROADHURST TOOTAL was admitted a partner in the business of the undersigned in China.

NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.
tf 467 Shanghai, 6th June, 1864.

NOTICES OF FIRMS.

NOTICE.

MR. W. HOLTZAPPEL has this day been admitted a partner in our Firm.

LINCKER & Co.
632 7oc Swatow, 10th August, 1865.

NOTICE.—Mr. HENRY SMITH, has this day been admitted a partner in our firm, which now consists of Mr. JAMIESON ELLES, Mr. EDMUND PYE, and Mr. HENRY SMITH.

ELLES & Co.
15oc 621 Amoy, 1st July, 1865.

NOTICE.—Mr. JOHN MORRIS has this day been admitted as partner in our firm.

JACKSON & Co.
tf 332 Ningpo, 1st Nov., 1864.

NOTICE.—The business of the Undersigned as *Public Tea Inspector and Commission Agent* at this port will from is date be carried on under the style of KINNEAR & Co.

W. B. KINNEAR.
tf 567 Foochow, Jan. 1st, 1865.

NOTICE.—I have this day established myself as *General Commission Merchant* at this Port.

J. M. RINGER.
tf 612 Hankow, 1st June, 1865.

NOTICE.—On the 1st instant, Mr. HUGH MORRISON was admitted a Partner in my business, which will in future be carried on under the style and firm of GAVIN & MORRISON.

JOHN GAVIN.
tf 542 Hankow, 17th April, 1865.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. THORBURN will sign our Firm per procuration at that place.

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

JOHN POOK,
COMMISSION AGENT,
4, LIME STREET SQUARE,
London, E.C.
tf

INSURANCES.

THE LANCASHIRE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES OF INSURANCE on any one Building with its contents, to the extent of £5,000.

W. R. ADAMSON & Co.
tf 619 Shanghai, 10th July, 1865.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING
INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of PERCY M. DOVE, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov., 1863.

LONDON AND LANCASHIRE FIRE AND LIFE INSURANCE COMPANIES.

THE Undersigned having been appointed Agents for the above named Company at Shanghai and Hankow, are prepared to grant policies against fire on the usual terms on any one building or its contents, as also on blocks of Chinese buildings.

For terms apply to

TRAUTMANN & Co.
11fe-66 576 Shanghai, 2nd June, 1864.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Act of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

CITY OF GLASGOW Life Assurance Company.

ESTABLISHED IN 1838.

Subscriber's Capital £600,000

Accumulated Funds at 20th January, 1864, (£460,000.)

Annual Revenue at that date £103,000.

THE Undersigned having been appointed Agents for the above Company in Japan and China, are prepared to accept risks, on terms, particulars of which can be obtained on application to

JARVIE THORBURN & Co.
5no-65 529 Shanghai, 1st Nov., 1864.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT POLICIES against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-kee.
tf 370 Newchwang, January 1864.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1,—On Buildings or on their contents.
2,—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

BOMBAY ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.
tf 170 Shanghai, 29th June, 1863.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31de-65 324 Shanghai, 1st January, 1864.

THE NORTHERN ASSURANCE COMPANY.

CAPITAL £1,259,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3rd February, 1862.

AUSTRALASIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)
MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.
tf 308 Shanghai, 4th December, 1863

INSURANCES.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:
Sir MOSES MONTEFIORE, Bart., F.R.S.
Board of Direction:
JAMES ALEXANDER, Esq., (Alexander, Fletcher & Co.)
C. J. BARNETT, Esp., (Barnett, Hoare, Barnett & Co.)
G. H. BARNETT, Esq., Glympton Park, Woodstock.
BENJAMIN COHEN, Esq., New Court.
JAMES FLETCHER, Esq., (Alexander, Fletcher & Co.)
WILLIAM GLADSTONE, Esq., (Thomson, Bonar & Co.)
G. J. GOSCHEN, Esq., M.P., for the City of London, (Fruhling & Goschen.)
SAMUEL GURNEY, Esq., M.P. for Penryn and Falmouth.
JAMES HELME, Esq., Director of the Provincial Bank of Ireland.
SAMPSON LUCAS, Esq., (Lucas, Micholls & Co.)
ELLIOT MACNAGHTEN, Esq., Director of the Provincial Bank of Ireland.
THOMAS MASTERMAN, Esq., Collingwood House, Brighton.
J. M. MONTEFIORE, Esq., Director of the Provincial Bank of Ireland.
Sir ANTHONY DE ROTHSCHILD, M.P., for the City of London.
THOMAS C. SMITH, Esq., 23, Oxford Square, Hyde Park.

ASSURANCES on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.
tf 437 Shanghai, 20th May, 1864.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

DIRECTORS.
GEORGE TYSON, Esq., (Messrs. Russell & Co.) *Chairman.*
F. PORTER, Esq., (Messrs. Gibb Livingston & Co.)
J. THORNE, Esq. (Messrs. Thorne Bros. & Co.)
R. R. TYERS, Esq., (Messrs. Olyphant & Co.)
A. J. HOW, Esq., (Messrs. Johnson & Co.)
F. H. BELL, Esq., (Messrs. W. R. Adamson & Co.)

AGENCIES are established at the several Ports in China and Japan.

L. JOSEPHS,—*Secretary.*
tf 320 Shanghai, 22nd Aug., 1864.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.

JAMES HARTLEY & Co., *Managers.*

ESTABLISHED 1843.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
8jy-66 465 Nagasaki, 1st July, 1864.

PHENIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building situated on the British Concession at Tzechulin, Tientsin.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 ROYAL EXCHANGE AVENUE LONDON.

CAPITAL.. .. ..2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

PHENIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

LIVERPOOL & LONDON & GLOBE FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port, Hankow, Kiukiang and Tientsin, also on approved Chinese buildings to the extent of £5,000.

DOW & Co.
31de 325 Shanghai, 5th Oct., 1864.

INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.

LONDON.

ESTABLISHED IN 1782.
Trustees & Directors.
DECIMUS BURTON, Esq
TRAVERS BUXTON, Esq
OCTAVIUS EDWARD COOPE, Esq
WILLIAM COTTON, Esq.
JOHN DAVIS, Esq.
GEORGE ARTHUR FULLER, Esq.
CHARLES EMANUEL GOODHART, Eqs.
JAMES ALEXANDER GORDON, Esq.
EDWARD HAWKINS, Jun., Esq.
KIRKMAN D. HODGSON, Esq., M.P.
WILLIAM JAMES LANCASTER, Esq.
JOHN DORRIEN MAGENS, Esq
JOHN TIMONTHY OXLEY, Esq,
BENJAMIN SHAW, Esq.
WM. JAMES THOMPSON, Esq.
HENRY HEYMAN TOULMI Esq.
MATTHEW WHITING, Esq.

INSURANCES against Loss by Fire are effected by the PHŒNIX COMPANY, upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact, that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company, are prepared to insure Buildings, Merchandise, Goods, and Property against Fire, for *large amounts.*

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.
15jy-66 618 Yokohama, 3rd Mar., 1864.

THE North-China Insurance Company

(ESTABLISHED 1ST JANUARY, 1863.)

CAPITAL, TAELS 1,250,000, IN 250 SHARE OF TAELS 5,000 EACH.

Paid up Capital, Taels 1,000 *per Share.*

DIRECTORS.
L. G. DUNLOP, Esq., (Messrs. Birley Worthington & Co.,) Chairman.
E. H. LAVERS, Esq., (Messrs. Gilman & Co.)
SOL. D. SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.)
H. HOWE WIGGINS, Esq., (Manager Commercial Bank Corporation of India and the East.)
DAVID REID, Esq., (Messrs. Reid & Co.)

THE Company being about to be re-organized for a further term of three years, from 1st January, 1866, applications for Shares will be received by the undersigned until 31st October current.

A certain number of shares have been allotted to London, but further applications from there will be received until 30th November.

Applications for Shares, from persons not resident in Shanghai, must be accompanied by Power of Attorney to their Agents, to sign the Deed of Settlement on their behalf, and generally to represent them in all matters connected with the Company.

By order of the Directors,

J. S. MACKINTOSH,
Secretary.
Shanghai, 12th July, 1865.

FORM OF APPLICATION FOR SHARES.

No.

To the Directors of the
NORTH-CHINA INSURANCE COMPANY.

GENTLEMEN,

hereby request that you will allot to Shares in the above Company, and agree to accept such Shares, or any less number you may allot to ; and agree to pay the first call of Tls. 1,000 per Share, and all subsequent calls, and to subscribe the Deed of Settlement whenever required to do so.

Gentlemen,
tf 625 Your obedient Servant.

NORWICH UNION FIRE INSURANCE SOCIETY.

Capital £550,000.

ESTABLISHED 1821.

THE Undersigned, having been appointed Agent for the above Society, is prepared to grant Policies to the extent of £7.500, against loss or damage by Fire.

1.—On Buildings and Goods stored therein.
2.—On Vessels lying in port and Goods on board.

F. R. GAMWELL.
3de 611 Shanghai, 24th June, 1865.

NEW ADVERTISEMENTS.

NOTICE.—The interest and responsibility of Mr. P. H. Underwood in our firm, ceased on the 30th June, 1865.

W. R. ADAMSON & Co.
31oc 646 Shanghai, 7th Oct., 1865.

NOTICE.—Mr. John Nölting, has this day been admitted a partner in my firm, which from this date will be carried on under the style and firm of
Telge, Nölting & Co.

B. TELGE.
31de 647 Shanghai, 1st July, 1865.

NOTICE.—The interest and responsibility of Mr. Charles Colvert in our Firm, ceases from this date.

WALLER & Co.
7no 648 Shanghai, Oct. 7th, 1865.

NOTICE.—The undersigned begs to announce, that he is prepared to value and inspect teas, and other Chinese products, and to receive commissions for their sale or purchase, either on the spot, or at home.

WILLIAM COCHRAN,
Tea Broker.
Established, 16th June, 1864.
6ja-66 649 Shanghai, 7th Oct., 1865.

MISCELLANEOUS INTELLIGENCE.

LATEST DATES.

England,	Aug. 28	Hankow,	Oct. 4
Hongkong,	Oct. 3	Nagasaki,	Oct. 1
Tientsin,	Sept. 30	Yokohama,	Oct. 1

Latest dates in England, from China,—
Hongkong,....... June 12 } Received via Marseilles.
Shanghai,....... June 5 } August 7th.

OPIUM QUOTATIONS

For the week ending October 6th, 1865.

	Malwa New.—Tls.	Malwa Old.—Tls.	Patna New.—Tls.	Benares. Tls.
Sept. 30,—	615		440 a 450	....
Oct. 2,—	610 a 620		452 a 455	440 a 445
3,—	620 a 630		452 a 455	440 a 445
4,—	615		460......	....
5,—	......	630	455 a 460	440 a 445
6,—	630 a 650		455 a 460	440 a 445

BIRTHS.

At Chefoo, on Thursday, the 28th September, the wife of W. H. Lay, Esq., H. B. M. *Vice Consul*, of a Son.

At Shanghai, on the 4th instant, the Wife of A. de Encarnaçao, of a Son.

On the 6th instant, at Shanghai, the wife of James Hanson Wright, of a Son.

LATEST SHIPPING INTELLIGENCE.

Arrivals.—October 6th, *Kiangse*, (Am. str.) Gray, from Ningpo; *Yeddo*, (Br. str.) Laity, from Tientsin and Chefoo; *Cadiz*, (Br. str.) Soames, from Yokohama.

Departures.—October 6th, *Kiangse*, (Am. str.) Gray, for Ningpo; *Fenella*, (Br. str.) Hutchinson, for Ningpo; *Carl Wilhelm*, (Dan. bqe.) Matzen, for Chefoo.

PASSENGERS.

Arrivals.—Per P. & O. S. N. Co.'s str. *Cadiz*, from Yokohama—Lieut. S. M. Weston, R. N., Lieut. Wright, Lieut. Glennie, Capt. Daunt, Dr. Dick, Messrs. Maguiac, Brandestein, Mathew, Chevallier, G. H Allcock, Schores, J. Fraser, Fairley, and Mr. and Mrs. Pfaff.

Departures.—Per *Pekin* for Hongkong.—Mrs. Bonney and child, Messrs. Scholefield, E. Frazar, S. Vaughan, and T. J Finnell.

The P. & O. Co.'s steamer *Aden*, with Mails, &c., for Europe, will leave on Monday, the 9th inst.

The London Mail of the 26th Aug., due in Hongkong on the 9th Oct., and here on the 14th.—It arrived last year on the 10th Oct., per *Formosa*.

The French Mail of August 19th, due in Hongkong on the 28th Sept., and here on the 5th of October. It arrived last year on the 4th of October per M. I. Ste. *Hydaspe*.

The publication of the *North-China Herald* commenced at 8h. P.M.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, OCTOBER 7, 1865.

Anticipations the most sanguine were cherished by all classes of foreigners in China when the Earl of Elgin's proclamation of November 20th 1860 announced that peace had been re-established, and the treaty finally ratified. Every individual and every profession was alike benefitted by the convention of Peking, whereby the former provisions for the personal safety and commercial prosperity of foreigners were confirmed and additional privileges gained. The hope that at length foreigners were to enjoy security against aggression seemed well founded, and the peaceful issue of so important a struggle as the Chinese war was the subject of universal congratulation. With the provisions of the treaties and the annexed conventions our readers are already acquainted. By them permission to trade at fourteen ports was granted, the right of residence at Peking was asserted, the safety of travellers in the interior was provided for, and the spread of the Christian religion specially permitted. Indeed not only was the right of foreign missionaries to protection established, but it was laid down in the *Convention of Peace between the Emperors of France and China*:—

Art. vi. It shall be promulgated through the length and breadth of the land in the terms of the Imperial Edict of 20th February 1846, that it is permitted to all people in all ports of China to propagate and practise the "teachings of the Lord of Heaven," to meet together for the preaching of the doctrine, to build, churches and to worship; further, all such as indiscriminately arrest (Christians) shall be duly punished; and such churches, schools, cemeteries, lands and buildings, as were owned on former occasions by persecuted Christians shall be paid for, and the money handed to the French representative in Peking, for transmission to the Christians in the localities concerned It is in addition permitted to French Missionaries to rent and purchase land in all the provinces and to erect buildings thereon at pleasure.

The Imperial edicts promulgated during the years 1844-46 were strongly in favor of the Christians, that of the 20th September 1845, which was submitted to M. de Lagrené, the French plenipotentiary in China, being more especially worthy of note. It provided that no obstacles were to be thrown in the way of the worship of "the Lord of Heaven," and that communities of Christians might meet for purposes of public worship, always provided a strict watch were kept that no seditious characters made the Christian assemblies a pretext for meeting, and maturing traitorous designs. Notwithstanding this, but probably in consequence of secret instructions contravening the public edicts, various provincial mandarins offered the most violent opposition to the spread of Christianity, and in various parts the missionaries were put to death with horrible barbarity. Thus in Wuchang, the provincial city of Hupeh, the venerable Perboyre met his fate, and even more recently the blood of the ministers has sealed their testimony. At the present moment Christian communities in many districts are subjected to the severest persecution, and the foreign missionaries living amongst them and identifying themselves with them, too often share their fate. The French Convention of Peking has effected nothing towards assuring the personal safety or religious immunity of Chinese catholics. Nor has there been any attempt made to restore the churches, cemeteries, orphan asylums, schools and colleges which under the care of the Jesuits had sprung up all over China. On the contrary the extensive buildings in Nanking which were at one time devoted to religious purposes, and were the *bonâ fide* property of the Christian communities in that city are now confiscated, and every attempt to gain possession of them or to procure an investigation of the claim meets with a cold refusal. This has now been done for so long that we are not astonished to find the Chinese believing that the article in the Convention quoted above is an empty form. Were the daily history of Catholic missions in China unveiled to our eyes, we should be able to form a more correct opinion of the value of treaties then we can hope to obtain in a European settlement like Shanghai.

But to pass from the consideration of the provisions made for religion under the treaty, we find every other clause which it is possible to evade, evaded. We have long arrived at the conclusion that the exterritorialising article is a dead letter. Day after day we receive accounts of foreigners maltreated in the interior, brought before native tribunals, or summarily dealt with. Of late such occurrences have become of alarming frequency, yet no steps have been taken to check the too manifest tendency towards systematic infraction of the treaties. It is self evident that with a semi-barbarous nation such as the Chinese, we must either preserve the exterritorialising clause in its fullest acceptation or confine ourselves to the limits of the foreign settlements. As the case stands, a traveller moving from under the immediate protection of his consular flag has no guarantee for the safety of either his life or property. It is true that the instances which have hitherto occurred have for the most part been bad cases to fight, but what shall be said of the judicial murder of certain Jesuit priests? Then, again, what has become of the permission "to build or open houses, warehouses, churches, hospitals or burial grounds at the ports or other places?" By a verbal quibble that privilege has been denied. Or upon what was the refusal to permit steamers to make excursions into the interior based? The sooner we accustom ourselves to, recognise the strong anti-foreign feeling which still prevails, the sooner will the dignity of the European name be vindicated. Nor are we of the number of those who think that a last and decisive war with China is an absolute necessity. No doubt in process of time, it will be necessary to interfere in the affairs of this vast empire, and probably to reorganise the entire system of government. But the exhibition of force would at present be sufficient without the actual weight of armed interference. The lesson taught at Canton and at Peking cannot be forgotten so easily as the debt incurred to foreign powers during the late Taiping campaign. The latter has passed completely from the minds of the authorities, and there remains only the unpleasant consciousness of having been compelled to accord a foothold to foreigners which cannot now be ignored. Meanwhile we look with pleasure at the smiling faces of compradores and Cantonese shopkeepers, and flatter ourselves that we are considered a blessing to the country. The delusion is a pleasing one, and it is still further heightened by the enforced courtesy of the local mandarins. To them, poor fellows, the foreigner is a bitter pill which must be swallowed, yet even to them there remains the consolation that the trade which the foreigner brings with him imparts a silver lining to the cloud. In small things as well as in great we notice the same desire to revert to the ancient order, but those enthusiastic conservatives perhaps forget that to their own weakness they owe the impossibility of attaining their hopes.

DIARY OF A MEMBER OF THE JAPANESE EMBASSY TO EUROPE IN 1862-63.

By Ernest M. Satow, Esq., B.A. Lond., of H.M.C.S. in Japan.

(Continued from our issue of September 23rd.)

At four o'clock the island of Kiushiu appeared about six or seven miles distant; this was the province of Hiuuga on the east, and the island of Okajima on the west, belonging also to Satsuma. At evening the wind and waves were quiet. All of our countrymen were rejoiced that we were to enter Nagasaki harbour on the morrow, and, although we thought is absurd to be writing letters home, yet, as this was our first sea voyage, we could not restrain ourselves from it.

Preceding day's run, 124 miles. lat. 21° 22', long. 129° 30'.

II. Nagasaki.—*12th month, 29th day. Rather cloudy, a little rain at times: therm.* 54° .—This morning, from four o'clock, the steam-power was increased, and I noticed that the ship's speed became a little faster. I think it is a naval custom, in leaving and entering port, to put on plenty of steam, and to make every exertion. I felt, therefore, pretty sure that we were approaching the mouth of the harbour, and at last by morning we arrived about 600 or 700 yards from Yudjima, near the entrance.

At six o'clock we cast anchor in Nagasaki harbour. It was not originally intended that the embassy should go in here, but, as coal had been expended beyond what was expected during the adverse weather we had since we set out, we went into port to load quite full.

Soon after eight o'clock the Assistant Envoy and the Recorder went on shore, and stopped at the house of Mashashinga Kuro-suké, in the village of Inas. I remained in charge of the cabins, and did not go with them. The Dutch physician Siebold came on board. In the afternoon 300 tons of coals were loaded, and the vessel was in a great state of confusion and dirt.

Towards evening the winds and the waves were still, and the ship was as motionless as a house After going to rest I was startled about twelve o'clock by a bell suddenly ringing on deck. I instantly arose, and went outside to see what it was, but discovered nothing. Everything was topsy-turvy: the English were clattering to and fro, and there was a great disturbance. I quickly went on deck and inquired into the affair, which turned out to be that the coal loaded to-day had caught fire from the grates under the boilers. Leathern pipes for vomiting water were unrolled in two places, and the boilers were flooded. After about two hours all was again quiet. Lat. 32° 44', long. 129° 46'.

12th month, 30th day. Rather cloudy, and a little rain: therm. 58°.—At eight o'clock I was relieved from guard, and went on shore at the village of Inasa. In company with my lord the Envoy I went to the public hall at Tatéyama, where I got a mid-day meal and a bath, in which I altogether washed away the miseries of the ship.

At four o'clock we went to the iron factory at Inasa, which is superintended by Dutchmen. The enclosing wall is about 100 yards, and inside are two forges, one 30 yards by 20, the other about half the size, where there are a great many wonderful machines. Although I could not clearly describe a single one of these, the most important was a great iron pole, 60 ft. long and 1¼ ft. round, which ran across the building overhead. This was the shaft of a large wheel, which was placed at one end, and turned by steam, all the little wheels connected with it, about 10 in number, turned together, and cut, planed, hammered, and polished the forged and fused iron. All these numerous wonders were completed together. It may be truly said that they are most extraordinary and wondrous machines, and we have never had them at all from the most ancient times. Having finished our visit, we returned in a small boat.

At eight o'clock came two of the suite to inform us that the captain had given notice that the ship would start during the night: so we returned on board.

III. Bunkiu.—*2nd year, 1st day. Rather cloudy: north wind: therm.* 58°.—Steam having been got up during the night, we weighed anchor at daylight, and set out at four o'clock towards the west. After leaving the harbour, the wind was north, and blowing athwart us; five or six sails were set in the bows, so that the vessel went very swiftly, but rolled so much that everything was turned upside down. After ten o'clock the land of Japan became invisible as we looked back at it in the distance.

Preceding day's run, 33 miles, lat. 32° 20', long. 129° 20'.

1st month, 2nd day. Fine: north wind: therm. 60°.—Since last evening the wind became fairer, and the three masts were entirely covered with sails. We sped onwards in a direction a little to the north of west; the ship went so swiftly that the fires were put out, and we proceeded onwards by the strength of the wind alone. The drinking water on the ship had been for some days of a muddy colour, and to-day turned quite black, so that the rice boiled in it was exactly of the colour of tea. Everybody was much inconvenienced by this. There was musket drill on deck just as before.

Preceding day's run, 188 miles, lat. 30°, long. 126° 49'.

1st month, 3rd day. A little rain: north-west wind.—To-day we sped onwards under sail and steam, so that the ship went very swiftly. After eight o'clock the wind became strong and the waves rough, and, in consequence, the ship tossed so that the inclination was as much as 33°. Everything rolled about, or fell off the shelves and was broken, and our cookhouse on deck was half blown over, so that we could not boil any rice and had to ask the English cook to prepare some food for us.

In the evening there was the same motion as before, which gave one the feeling of being in a little house of planks during a great storm in autumn. The thunder rolled, and we moved as if there were an earthquake. Now, we thought, will the ship break to pieces? Will she turn entirely over? Truly we were near to parting from our souls. In the middle of the night the wind and waves became still more violent; several times the dancing waves rose high above the deck and sank again. Nevertheless, thinking that, as this was a strong and durable man-of-war, there was not the least cause for fear or fright, I went carelessly and easy in mind to rest; but amongst all of us there was no one so free from alarm as to be able to sleep quietly. Wherefore, I think that after one has experienced the true nature of things, one can fear what is to be feared, and be easy about what is to be taken tranquilly. I should like to arrive at that.

Preceding day's run, 196 miles, lat. 28° 14', long. 123° 51'.

1st month, 4th day. Weather unsettled, now cloudy, now fine: north wind: therm. 55°.—By this morning the waves were peaceful and the weather quiet, and the wind was rather in our favour, so that the ship went very swiftly. By two o'clock we saw on the right side of the ship high above us the Taizan mountain, which is in the province of Fukien; after which we passed a number of islands clustered together. After four o'clock the weather was clear; and in the evening the new moon was seen a little to the south-east of the ship.

Preceding day's run, 187 miles, lat. 26° 22', long. 121° 4'.

1st month, 5th day. Cloudy: north-east wind: therm. 53°.—This morning we sped onwards under sail and steam a little to the south of west, and the ship went very swiftly. On her right we saw in the distance the continent and numbers of islands. At two o'clock we passed two or three sailing ships about three or four miles off on our right. Ever since noon sweeping and washing had been going on throughout the ship; the masts were also cleared of the soot and dirt. I supposed that this extraordinary cleansing was because we were going to enter Hongkong on the morrow.

Preceding day's run, 230 miles, N. lat. 23° 15', E. long. 117° 25'.

CHAPTER II.

Arrival in Hongkong.

IV. Hongkong.—*1st month, 6th day. Fine: north wind: this day the spring commences: therm.* 58°.—This morning, at eight o'clock, the islands near Kuantung and Hongkong became visible above 20 miles off. At ten o'clock we arrived at the entrance of Hongkong in the midst of a crowd of islands; at this place the two shores were about a mile apart. Washing and scrubbing were also carried on to-day most diligently. Past ten o'clock entered Hongkong; the north and south shores of the harbour are about two miles and a half apart; it is formed by a single island, and there is a sea passage right through from east to west. Within the harbour are three floating batteries; they are somewhat different in size, averaging about 200 ft. in length, 30 ft. in breadth, and 60 ft. in height; each has three decks, and in each deck are 17 ports; these vessels are usually made use of as hospitals for sailors and as storeships, but, if a sudden necessity arose, might be made quite fit for use as batteries. The number of ships entering and leaving the harbour varies daily, but I have noted the number in it to-day as a means of knowing the average. There were at anchor 20 "gunboats," 2 steamers and 30 merchantmen, in addition to 4 French ships. Besides these, of all foreign countries and China together, I counted 120 or 130 vessels.

At four o'clock the Assistant Envoy and the Recorder went on shore, and were saluted with 15 guns from a fort near the water; but the Chief Envoy, having been very much fatigued ever since our entrance into Nagasaki, did not accompany them. I remained on guard in the cabin.

During the evening I went up on deck, and looked out. The lamps in the glass windows of the houses on the side of the hill were a line of light, and the lights of the ships at anchor in the harbour glittered brightly like the confused twinkling of the insect fire of an evening in our own country. At times the thin moon was just to be seen through some clouds above the harbour. It was a very beautiful sight.

Preceding day's run, 188 miles, lat. 22° 27', long. 114° 20'.

1st month, 7th day. Fine: remained in this place: therm 66° .—To-day, coal and white sand* were loaded, so that dust and dirt flew about, and, getting through the cracks in the doors, it spread all over the empty cabins; as fast as it was swept away, so fast it returned. The dirtiness was unspeakable. At ten o'clock I was relieved from guard, and went on shore to the Commercial Hotel, in Queen's Road. This house was built after the Western fashion, of bricks, three stories high, and there is a winding flight of stone steps leading up to it. Inside are probably 20 rooms altogether. In each of these a large mirror is hung on the wall opposite the door, and before it an apparatus for washing the face and teeth, a water-bottle, and a piece of soap. In a corner is the sleeping-couch, about 6 ft. square, with a fine mosquito curtain hung to it: sheets are spread over it, and above them two of what is called *furanketto* (blanket), a species of woollen cloth. On the door is placed a trusty lock and bolt.

For meals there is another room, where many persons eat at one table: that is called "the face-to-face eating-room." The cooking is both according to Nanking and Western fashion, and what the guests stopping there call for is provided. Meat and vegetables fried variously with oil, besides boiled rice, are cooked in the Chinese fashion. In Western fashion, there are three or four slices of *pany* (bread), and the flesh of cows and sheep, either boiled, roasted, or fried in oil; in addition to this, there were fowls, fish, and eggs; butter and milk are also much used. At meals they do not serve out water or tea, but only give them cold water to drink; this is the same in all the Western countries.

The floor of the bath-room was covered with bricks, and in the centre was a round earthenware vessel, about 4 ft. across and 2¼ ft. high, which is the bathing-pan; for every single person they fill it afresh with hot water. By the side is a piece of soap, a brush and comb, and a bath-cloth; this is as big as three of our towels, and is made of white cloth: it is intended to wipe the body after bathing. The charge for stopping at this hotel for one person is from one to three dollars per day.

In the afternoon I went in my lord's train to the office of the governor of the place. It is half up the side of the hill, about 700 yards from the street. The gateway is about 12 ft. wide, with a passage 36 ft. long; before it are two musketeers on guard. After entering this, the front court is paved with tiles; and there is a path made round an enclosure, passing up to the front of the house, before which there are some Chinese bamboos planted. The length of the house is 72 ft.; the depth, 60 ft.; and the height, 24 ft.; it is built of brick.

We returned to the hotel a little before two o'clock, and then the Chief Envoy having come on shore, the three together, with the Englishman Macdonald, went out to have a look at the country in a carriage. I also went outside the town. About a quarter of a mile to the east is a large enclosure, about 240 yards wide, and twice as long. This is a place for amusement and relaxation, and for exercising soldiers also. East of this place was a government [illegible], 180 ft. long, 30 ft. wide, and the same [illegible]; before it was a long court, where we saw seven companies, of 37 men each, drilling, which they did very neatly and perfectly. Beyond and above this on the hill there was a building with a thing like a tower, about 15 ft. square and 96 ft. high, built at one corner. (St. John's Cathedral.)

At four o'clock we returned to the hotel. At six o'clock the Assistant Envoy and the Recorder went again to see the governor, and returned home soon after.

1st month, 8th day. Fine: remained in this place: therm. 68° .—To-day we went to see one of the batteries of the harbour; its size was—breadth, 30 ft.; length, 90 ft.; and built of very solid blocks of stone, about 6 ft. every way, just like our Mikata stone. There were nine places for guns, having a 32-pounder in each. There are possibly five such batteries in the harbour. Having seen this, we went to the soldiers' drilling-room, and to the schoolroom. Each building was about 60 ft. wide and 90 ft. long. By the side was a pleasure-ground, where they kick a ball about, to lose or win; this is a place for exercise and relaxation. Next we saw a hospital 180 feet long and 42 feet broad, which was built of bricks, three stories high. Having seen this, we proceeded to a musket factory; the place was 21 feet broad and twice as long; in one building, at the sides and in the middle, people were engaged in making muskets and swords. There are two such, and they are said to have turned out 2,000 guns up to the present time.

After seeing this, we went to a gun-foundry close by the sea-shore; some cannon were lying already complete ranged in several places, and cannon-ball piled up like a small hill; there appeared to be a great number, and so I could not count them, nor had I time to ask, for I was obliged to hurry out, to my great vexation. Having seen this, we went into a government building two stories high, about 68 yards long by 24 yards broad. Here was a Chinaman. We asked in writing what house it was; he answered in the same way—"No. 99: soldier's house;" wherefore I think that, although I do not know clearly the entire number of all the houses, it cannot be less than 99, which is of itself plain. May we not say that they are very numerous? At four o'clock I went back to the ship, to take my turn of the watch.

1st month, 9th day. Fine: stopped in this place: therm. 65°.— Went on shore soon after eight o'clock to the hotel, and went again to the Chinese and English school. The length of it is 26 yards, and the breadth 16. At this time it was in course of being built. We went into the first room, where I met an English scholar, Li-ya-ko (Legge), and a Chinaman, Kan-fu-tien, together. Here were a great many books with Chinese and English translations put opposite, but very few Chinese books. I pulled out a piece of paper I had with me, and begged them to write something. At first they refused, but afterwards the Englishman Li-ya-ko* wrote the ten words—*T'ien hia wei i kea; szü hai keai hiung ti*, 'Below heaven is one family: the four seas are all brethren!' Then Kan-fu-tien wrote the four words—*Hsei fêng ho ch'ang*, 'Pleasant winds spread far and wide!' (?) Then Ho-kuang-ting wrote the eight words—*Yang mei th'u ki szü hai yun yu*, 'I opened my eyes and said: You are journeying over the world!' (?) Every one of these was written badly, and the shape of the character vulgar, not worth remembering again, yet I opened them at times to amuse myself whilst travelling.

In the afternoon I returned to the hotel, and in the evening went in the suite to the governor's house where I saw barbarian dancing. For music they had flutes, fiddles, and drums. In dancing, each man takes a woman by the hand, and several couples come forward; they separate and meet, assemble and disperse, advance and retire, then suddenly go swiftly round and round. Whilst doing this they do not sing. Our countrymen did not care to listen to the music, for all the sounds seemed alike, and very die-away. Soon after twelve o'clock we returned to the hotel. All the Western countries have this, and they call it *tansu* (dance).

1st month, 10th day. Fine: remained in this place: therm. 68°.—Soon after ten o'clock went out to walk in the broad place outside the town to see the infantry drilled; there were altogether 500 men with muskets. They advanced and retired, quickly and slowly, then spread out and closed up again, loaded and fired, all very exactly, by companies and sections, so that their movements seemed as if made by one hand and one foot. After seeing this, I turned homeward again. By the side of the road was a house 15 ft. deep and 24 ft. long, on the top of which was a glass-room about 12 ft. square: this was a place for manufacturing photographs. There was another building covered with mats, about 26 yards long, 16 broad, and of the same height: it was a place of amusement, and looked very large.

This afternoon came Lo-hiung-kiss to the hotel. This person came long ago to our country in an American steamer. I pulled out a slip of paper and asked him to write, and he wrote the four words—*Chi'ng ch'êng chung ko.* At two o'clock returned on board.

There is in this harbour a high mountain, called Taiping-shan, and streets of shops and dwellings are built along the side which faces to the north; a space about 350 or 400 yards wide is divided into three—the upper, lower, and middle: from east to west it is about a mile long and contains from 5,000 to 6,000 houses. The street of shops is about 16 yards wide, and in many places there are planted trees, resembling the "bird-lime tree," with fine threads hanging down from the branches like hair.

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* The white sand was put on board the ship because it is very convenient for cleaning off the dirt caused by the coal dust.—*Note by Jap. author.*

* This Li-ya-ko is an Englishman, and has lived long in Hongkong, where he has learnt Chinese, and lately published a book called *Che kuan ti mung.*—*Note by Japanese author.*

Horse-carriages are seldom seen to pass by, but sedan-chairs are generally used.

The houses of the Western men and of the Chinese are mixed together in the streets. Those of the former are all three stories high, and built of brick, and there are many large ones. The Chinamen's houses are built of wood, two stories high, and are not more than five or six yards long, whilst the fronts are painted green and red. Outside the door of every house there is pasted up a sentence of good omen, written large upon red paper. Rich men come here in numbers, and every kind of merchandise is plentiful. They also write upon a board in large characters what they have to sell, and hang it from the roof to invite the people in.

They (the Chinamen) are all rude and deceitful. When they saw our countrymen they pressed up close and surrounded them, shouting most meddlesomely, which was very annoying in [illegible]; these people had not the least politeness about them. Amongst them there are covetous and resourceless persons who frequently seize and run off with the traveller's luggage, as I heard. After having been a very great country they are now the slaves of the English barbarians, who beat and drive them about. This is due to natural causes.

The climate is generally fine, and cloudy skies are few. It is so warm, that even now the hyacinth and chrysanthemum are in full blossom; and a plant resembling our cherry was out in flower. I did not see any trees, however, above six or eight yards high. As regards bamboos, I saw many kinds, both tall and short, thick and thin. In the mountains there is a great deal of stone, which is quarried: it is as hard as *Mikata* stone.

A governor is stationed here from England, who administers all public business; he has usually a guard of 50 men as a protection against accidents. There are also officers called Consuls, who are sent from every country in relations of commerce with England; they carry on their own public business. Whilst we lay at anchor in the harbour, many small trading boats came to the side of the ship, to sell wine in flasks, vermicelli, butter, milk, sugar, fruits, vegetables, ink, pens, thread, needles, and many other things besides. In three or four out of ten of these boats the oars were pulled by women.

1st month, 11th day. Fine: remained in harbour: therm 66°.—By this time provisions and coal had been stored within the ship, and the sailors repaired her in several places inside and out, so that she was unspeakably dirty throughout. The cabins were rendered quite filthy; so in the afternoon the vessel was cleaned and scrubbed all over.

1st month, 12th day. Fine: east wind: therm. 61°.—This morning the number of men was inquired into on deck; an officer came forth and blew a whistle, and the soldiers and sailors came up and ranged themselves in a line. Then the captain and first lieutenant went through them, looking at them and marking them down. The whistle was then blown again and they dispersed.

At twelve o'clock they began to get up steam; and at four we sped forth in a southern direction. Towards evening the wind and waves were rough, so that the ship rolled greatly. The weather became gradually warmer, and I saw some of our countrymen wearing their thin clothes to-day.

1st month, 13th day. Cloudy: east wind; therm. 70°.—This day several sails were spread and we sped onwards by their power alone, in a southern direction. In the morning there was musket drill on the deck, as before.

Preceding day's run, 140 miles, lat. 19° 51', long. 114° 10'.

1st month, 14th day. Fine: east wind: therm. 76°.—To-day we ran on under sail towards the south, and the ship's course was very swift. All our countrymen in the ship put on thin clothes.

Preceding day's run, 210 miles, lat. 16° 23', long. 113° 24'.

1st month, 15th day. A little rain: east wind: therm. 73°.—To-day the wind was favourable, and sails were spread on all three masts. By their power we hastened on southwards. After two o'clock the weather became much hotter, but as soap and tobacco were being distributed to all the sailors in the ship before my cabin, it was extremely unpleasant.

Preceding day's run, 227 miles, lat. 13° 3', long. 111° 46'.

1st month, 16th day. A little rain: east wind: therm. 76°.—To-day also we sped onwards to the south under sail alone; the ship went very swiftly, as before. At two o'clock an island was visible on our left, shaped like the crest of a white-headed bird.

Preceding day's run, 243 miles, lat. 10' 3', long. 108' 53'.

1st month, 17th day. Fine: east wind.—This day also sails were spread on the three masts, and we went on by their power alone, in a direction a little west of south.

Preceding day's run, 235 miles, lat. 6° 41', long. 106° 51'.

1st month, 18th day. Dull and fine, some rain: north wind: therm. 61°.—This day also sails were spread on the three masts, and we sped on in a southern direction by their influence alone. The ship went very swiftly. To-day being Sunday, all the Englishmen in the ship put on different clothes. At four o'clock an island was seen on our right. We also saw a large bird, shaped something like a swallow, flying by itself. I asked an Englishman what it was, and he replied, "Suigason." A little before six there was a great disturbance in the ship, and running backwards and forwards. All the ports were opened, the guns put in their proper places, and loaded. Stewed balls and thunderpipes (ball cartridge) were served out to the musketeers, and swords distributed. For the moment everybody expected something to happen, and was alarmed, but in a short time all became quiet again. When I afterwards asked what this was, I was told that, during our stay in Hongkong, the usual news from India, which should have arrived about that time by way of Singapore, had not come, wherefore it was supposed that an American man-of-war might have gone into that harbour, and have been waiting for us; so, in case anything unexpected should happen, this preparation was made beforehand for it. At evening the ship's course was turned a little to the south-east.

Preceding day's run, 222 miles, 3° 42', long. 104° 34'.

CHAPTER III.

ARRIVAL AT SINGAPORE.

V. Singapore.—*1st month, 19th day. Cloudy, a little rain: therm* 75°.—About six o'clock this morning land began to be visible in the distance on both sides of the ship. It looked flat, with some high hills, and on the right a white sandy shore extended far for many miles. At eight o'clock cast anchor in the harbour of Singapore; but about two hours after were obliged by a south-east wind to move some 800 or 900 yards further in. This harbour is one lately opened, and on the sea-shore a great quantity of coal is piled up. There were three shed-like buildings opposite the sea, at one of which three vessels were lying close up, in order to load the coal more conveniently. Our ship then was tied up here, and coal immediately was begun to be put on board. At noon the three Imperial Envoys went on shore, when 15 guns were fired from the battery. I remained in charge of the cabin.

The natives are black all over their bodies, and shave the greater part of their heads, which they wrap round with a cloth; their clothes are of white cloth, with narrow sleeves. They came quickly in small boats to the ship's side, to sell plantain fruits, areca nuts, shells, seaweed, "ampera" sleeping mats, and rattan sticks. Their swallow-like chattering was unbearable.

At eight in the evening I was relieved from guard, and got into a small boat, which landed me about 600 yards from where the ship was lying at anchor. Having passed over about a quarter of a mile of mountain path, I came into a road through a village, where I met six carriages drawn by horses, and carrying two persons each. This road through the hills was bare of habitations on both sides; at about one mile and a half from it there were two or three large houses on the right hand, which looked very much like our roadside eating-houses, for here were carriages for hire, and resting-places. In a marsh about 500 or 600 hundred yards on each side of the road were numerous trees, and some human habitations built amongst them, forming a village. The road was now gradually up-hill; the marsh ended at the rising ground. On the left were 40 or 50 whitewashed houses in a row, each two stories high; and about 1000 yards further on were the same number of western houses, but the road between them was destitute of buildings. Again, 1400 or 1500 yards, and the road brings you to the streets where the foreigners live. The houses here are arranged like the teeth of a comb,* under the eaves of which are fruit-stalls and so forth. On the left side of the road is a place like the mouth of a river, and many small boats are tied up in it; it is crossed by a bridge 12 ft. wide and 90 ft. long. After passing this about 800 or 900 yards through streets, I turned to the right and arrived at the hotel. This house looks on the original harbour and is 32 yards long by 12 broad. There is another also close by, 26 yards long by 18 broad; each is 8 or 10 yards in height, and roofed with tiles. The rooms upstairs are, for the most part, 24 ft. by 18 ft. The bath-houses and food were in general not different from those at the Hongkong Hotel.

In the evening a guard of 14 or 15 musketeers was placed in a room downstairs. After I went to bed the mosquitoes buzzed round my ears, so that I could hardly get to sleep at all.

Previous day's run, 150 miles, lat. 1° 12', long. 104° 34'.†

1st month, 20th day. A little cloudy, with a north wind: therm. 81°.

This morning a foreigner, about 50 years of age, came to the hotel, and said: "Thirty years ago, at the age of 17, I was shipwrecked in a coasting vessel. I am a man called Otokichi, of Konomura village, in the department of Wata, in the province of Owari (in Japan). At present I live at Shanghai, in China, and, having married a wife here, have got two or three children. Just now I am returning home with my family from a visit, and heard that men of my honoured country were at this present time making their honoured stay here. I could not restrain my joy, and came to see you." This man, immediately after his shipwreck, entered the service of the Western men, and afterwards always went out to battle, altogether 14 times. Seven years before he had been hired by an English ship going to Nagasaki, where he acted as interpreter in an interview with Midzuno, the Prince of Chikuzen, and the governor of the town. He also told several other things that had happened to him. In the midst of the conversation he would stop to think, and then answer; he acknowledged himself that, not having spoken his native tongue for several tens of years, he had forgotten it, and a great many words came slowly from his mouth. This, I think, was very likely to be the case. He conversed some time, and desired to embrace his countrymen, and appeared as if unable to part from them. I had returned to the ship before, and was not able to meet this person.

The direction of everything in this place is in the hands of a Governor, who generally resides at Penang (the areca and island), and governs both this place and Malta in the Mediterranean Sea. (?) But as it is the Governor-General of India, who is sent from England to the administration of Calcutta, that appoints the officials of the place, all orders are received from him. There are about 2,700 English soldiers here generally, besides a regiment of natives (that is Indians) called the 44th.

At the present time the number of houses is about 20,000, and the population 90,000. According to another account, there are 80,000 natives and 60,000 Chinamen; which number is correct I do not know.

The rice of this place is white, and 100 lbs. of it cost about 3 dollars; it is brought from Calcutta and also grows in the place. Wheat is imported from America, and the greater part of the sugar; this latter comes also from Penang. The products of the place are, in the first place, pepper, which is the chief export: the price varies from 4 to 5 dollars the 1,000 lbs. weight; second, stone, which is quarried in large quantities. The coal is brought from Labuan, an English possession, about two day's journey distant by the steamer; it also comes from London. The best kind costs from 20 to 26 dollars the 1,000 lbs.

At eight o'clock we left the hotel in six carriages, and came to the place of embarkation, about two miles off. At noon we returned on board in two small boats; and at two o'clock, the steam being up, we set forth towards the south, but soon turned to the west. We left the harbour under steam alone. About two miles off is a lighthouse on an island. We saw a succession of islands on the right, 17 or 18 miles from the ship, and many spread out on the left also.

1st month, 21st day. Fine: north wind: therm. 80°.—To-day we sped on towards the north-west, under steam and sail, with a wind blowing athwart us. On the right some islands were visible in the distance. The sea was very smooth, just like a mat, and there were not even the smallest ripples on the water. All the little windows which are opened whilst in port, and shut up entirely during the voyage, were, to-day, for the first time, left unclosed, on account of the calmness. At two o'clock a sailing vessel passed us on the left. From this day on all the Englishmen in the ship wore summer clothes.

Previous day's run, 172 miles, lat. 1° 33', long. 101° 37'.

1st month, 22nd day. Fine weather, with a little rain: north-east wind: therm. 84°.—This day there was an adverse wind, and we sped on under full steam to the north-west. The surface of the sea was as calm and as smooth as the day before. Several sailing ships passed on our left, and we saw shoals of flying-fish on the water.

Preceding day's run, 205 miles, lat. 4° . 48', long. 98° 48'.

1st month, 23rd day. Fine: north wind: therm. 81°.—This day we went along under full steam to the west. This morning they practised loading with powder and firing the guns on deck. At two P.M. we passed an island about a mile off on our left. Soon afterwards a sudden rain fell, just like a violent summer storm. The sea became smoother, and no ripples were to be seen. Sumatra was visible on our left. At four o'clock one of the sailors fell off the side into the sea. The steam was quickly let off, and a boat instantly lowered; he was saved, and brought on board. The quickness with which it was done was astonishing. When a man falls overboard, they quickly throw into the sea from the ship's stern a floating piece of wood, which is for the drowning man to take hold of and stick to; if it happens at night, it is contrived that it shall emit a light at the same time that it is thrown into the sea.

Preceding day's run, 180 miles, lat. 6° 3', long. 85° 55'.

1st month, 24th day. Fine: north-east wind: therm. 88°.—To-day sails were spread on the three masts, and we sped towards the north-west with a slanting wind. The ship went very quickly, while the sea's surface was as smooth and calm as a mat.

Preceding day's run, 220 miles, lat. 10° 49', long. 92° 20'.

1st month, 25th day. Cloudy: north wind: therm. 84°.—To-day we sped onwards to the north-west, under steam and sail together; the sea as smooth as yesterday.

Previous day's run, 288 miles, lat. 7° 30', long. 88° 38'.

1st month, 26th day. Fine: north-east wind: therm. 83°.—We went on towards the north-west under steam, and sails spread over the three masts. The ship's course was as swift as an arrow. Passed an island on our left.

Preceding day's run, 245 miles, lat. 8° 12', long. 81° 55'.

CHAPTER IV.

ARRIVAL AT CEYLON.

VI. Ceylon.—*1st month, 27th day. Fine: north-east wind: therm.* 83°.—To-day also we sped on towards the north-west under sails spread on the three masts, and under steam. Came in sight of the island of Ceylon (which is visible at 20 miles' distance) this morning, and at ten o'clock turned from west to north, and, entering the harbour of Trincomalu, cast anchor. The mouth of this harbour opens towards the east; on the right side is a small house on a promontory, and below the hill a battery. South of this, about 80 yards, are four barracks, surrounded by a number of small houses. There is also a floating battery, just like that which we saw at Hongkong before. Straight opposite was the house of our captain, which looked like a large official residence. This captain, Lord Hay, lived at this house whenever he came on shore, because he is Commander-in-Chief of the Indian army. The whole place, and the hills around, are covered with forests of palms. The size of the whole island is 240 miles in length and 100 in breadth. At ten P.M. weighed anchor, and steamed out of the harbour southwards.

From twelve o'clock yesterday till our entry into harbour to-day, 196 miles, lat. 8° 33', long. 81° 15'.

1st month, 28th day. Fine: north wind: therm. 64.—To-day we went southwards, under steam, and sails spread on the three masts.

Since leaving harbour yesterday until noon to-day, 93 miles, lat. 7° 7', long. 82° 5'.

1st month, 29th day. Therm. 64°.—A little after six o'clock in the morning, entered a harbour in Ceylon, and dropped our anchor. At noon went on shore. At the head of the mole is a long building, from which the road ascends. As a salute upon our landing, 15 guns were fired. The flag of England floated above the gate of the building; we ascended a little hill, and came into the town. On the left side is the Governor's residence, in an enclosure about 100 miles square, and a plantation of trees such as we call *kusange*, of the same extent. We then arrived at the hotel, called Mansion House, which is built very much in the same way as that at Hongkong. It is 66 ft. long by 36 wide, and the ceiling is 15 ft. from the ground: it is built of brick, and is two stories high.

From noon yesterday till our entrance into harbour this day, 159 miles, lat. 4° 1', long. 82° 5'.

1st month, 30th day. Fine: therm. 84°.—This morning the master of the hotel showed us the newspaper, which was published the day before; in it our countrymen's journey to the Western countries—our entrance into port the day before—and arrival on shore, was written. This is entirely done to make money by, and for no other purpose; and as it consists of the conversation at corners and the talk of the town, it is very light and flimsy, and not to be relied on; but the quickness of its appearance was astonishing. At twelve o'clock we returned on board.

The island of Ceylon is 240 miles long and 100 broad. The mouth of Galle harbour looks towards the north-east, and is about 2¼ miles in circuit. The opposite shores are not more than 1,000 yards apart, and on the south there are two or three batteries, and a lighthouse beyond them. There are large forests of palm-trees here. On the eastern shore is a little village, where I saw stalls where rice and other grain was sold; but the whole place is small, and there did not appear to be any rich houses. Tiger and leopard skins and ivory can be bought in the streets here. The chief production is palm-oil.

If you look away in the distance north of Galle, you see a high mountain, called by the natives *Heidorodagaran*, which, I think, is the same as that called Adam's Peak by the Westerns; and by the Chinese, *Ling Chia Shan*. Its height above the surface of the sea is 8,326 ft. At Kandi is a temple containing the bones of Buddha, and the tomb of his mother.

2nd month, 1st day. Fine: therm. 85°.—This morning, at eight o'clock, the three Imperial Envoys returned to the ship, and a salute of 15 guns was fired from the battery. At two o'clock in the afternoon the English brig *Ferorem** entered the harbour; the Governor-General of India, Lord Elgin, was on board. This is the officer who came some years ago to our country to make a treaty. Commodore Hay, of our ship, immediately went in a boat to visit him. At four o'clock we went out southwards under steam; the sea was as smooth as a mat.

2nd month, 2nd day. Fine: north wind: therm. 85°.—This morning sails were spread on all three masts, and the steam reduced; we sped onwards to the west. The sea was smooth and placid.

Since leaving port yesterday until noon to-day, 110 miles, lat. 6° 40', long. 78° 28'.

2nd month, 3rd day. Fine: north wind: therm. 85°.—We sped on to the north-west, under steam; saw a crowd of porpoises swimming on the surface and jumping out of the water; and the flying-fish appeared to hover about like locusts.

Preceding day's run, 162 miles, lat. 8° 1', long. 76° 1'.

2nd month, 4th day. Fine: north wind: therm. 81°.—This day also we sped on towards the north-west, under steam; saw one sailing vessel about 600 or 700 hundred yards on our right.

Preceding day's run, 168 miles, lat. 8° 58', long. 73° 23'.

2nd month, 5th day. Fine: north-east wind: therm. 86°.—This day also we went in the same direction as the day before, under steam and sail.

Preceding day's run, 147 miles, lat. 9° . 28', long. 71° . 3'.

2nd month, 6th day. Fine: north wind: therm. 83°.—To-day we went in the same direction as before, under steam and sail. At ten o'clock the gun in the stern was worked about, loaded with powder and ball, and fired for practice. 10 men can work one such gun easily.

Preceding day's run, 198 miles, lat. 10° . 22', long. 67° . 55'.

2nd month, 7th day. Fine: north wind: therm. 79°.—To-day sails were spread on the three masts, and, with the addition of steam-force, we went towards the north-west.

Preceding day's run, 198 miles, lat. 11° . 6', long 64° . 43'.

2nd month, 8th day. Fine: east wind: therm. 80°.—To-day, having a favorable wind, 21 sails, great and small, were spread on the three masts, and the steam-power was increased. We went on westwards, and the ship's course was very quick, which was inexpressibly pleasant; but I perceived that she rolled a little.

Preceding day's run, 214 miles, lat. 11°. 37', long. 61° . 11'.

2nd month, 9th day. Fine: east wind therm. 77°.—To-day altogether 23 sails were spread on the three masts, and the steam-power was increased; we went north-westwards, and the ship's course was very rapid. The sea calm and smooth.

Preceding day's run, 234 miles, lat. 13° . 14', long. 61° . 11'.

2nd month, 10th day. Fine: east wind: therm. 80°.—To-day the wind lessened a good deal; our course was the same as yesterday. From the morning the island of Socotra was visible on our left, at 10 miles' distance; the sea was calm and smooth. At four o'clock all the sails were taken in, and again the bell was suddenly rung upon deck. In immediate response, all the sailors and others on board ship quickly came up, and practised the exercise for putting out fire.

Preceding day's run, 215 miles, lat. 13° . 12', long. 53° . 54'.

2nd month, 11th day. Fine: therm. 80°.—To-day the wind was not so favourable, so we sped into the south-west, under steam alone. The ship's soldiers were exercised in the use of the sword.

Preceding day's run, 212 miles, lat. 18° . 2', long. 20° . 30'.

2nd month, 12th day. Fine: therm. 80°.—To-day also the wind was adverse, so we continued on towards the north-west, under steam.

Preceding day's run, 212 miles, lat. 12°. 56', long. 46° . 46'.

CHAPTER V.

ARRIVAL AT ADEN.

VII. Aden.—*2nd month, 13th day. Fine: therm.* 82°.—A little after two o'clock in the morning entered the port of Aden, in Arabia, and cast anchor about 600 yards from the shore. The mouth of the harbour looks towards the west, and its opposite sides are not quite a mile apart. It is a very hot country, and, looking from the ship, the hills, piled one above the other, had a scorched and burnt appearance. Not even a foot-high tree or an inch-high herb grows there, and no water flows or trickles down the hills; consequently, there is on the sea-shore a place where they distil the sea-water and store it up.

The number of houses is about 100. There were only three vessels to be seen at anchor. There is nothing in the way of an hotel, and only a coal-store on the sea-shore. A governor and 2,700 soldiers are sent from England here. The natives have curly hair, and are quite black, very much like Indians, while their dispositions appeared still more clownish and stupid. This morning early, coal was brought on board, and the whole ship was begrimed with black dust. The natives came in small boats to sell baskets of palm-leaf, sleeping-mats, ostrich eggs (weighing nearly 2 lbs), and a dried fruit called *reillo* (dates), very much like our persimmon. At ten o'clock the three Imperial Envoys landed, and were saluted with 15 guns from a battery on shore; they returned to the ship at two o'clock. At four o'clock we went forth in a north-west direction, under full steam-power.

From yesterday noon till entrance into harbour, 129 miles, lat. 10° 46', long 45° 3'.

2nd month, 14th day. Fine wind: therm. 81°.—One or two sails were spread on the foremast, and we hastened onwards to the north-west, under steam as well. This morning land was visible on both sides of the ship in the distance; that on the left was Abyssinia, and on the right Arabia. Soon after twelve o'clock we changed our course to the north by west. At four in the afternoon the wind became adverse, and the sails were taken in, so that we proceeded only by steam-power.

Since leaving port yesterday until noon to-day went 159 miles, lat 13° 44', long. 42° 50'.

2nd month, 15th day. Fine: north wind: therm 83°.—The wind being adverse this day also, we hastened on in the same direction as yesterday, under steam.

Preceding day's run, 208 miles, lat. 19° 18', long. 41° 7'.

2nd month, 16th day. Wind against us to-day also.—Sped on in the same direction as yesterday, under steam.

Preceding day's run, 208 miles, lat. 19° 18', long. 39°.

2nd month, 17th day.—The wind being adverse again to-day, we hastened on in the same direction as yesterday, under steam.

Preceding day's run, 200 miles, lat. 22° 12' long. 37° 37'.

2nd month, 18th day. Fine: north wind: therm 17°.—The wind being in our faces again to-day we went on direct north, under steam alone. On deck the soldiers were exercised in moving the guns, loading with powder and firing. Some of our countrymen also made some sketches.

2nd month, 19th day. Fine: therm. 70°.—This day also we sped along under steam alone, to the north-west by west; land was visible in the distance on both sides of the ship. About 900 yards away were a cluster of small islands, which appeared to be composed entirely of scorched earth, without a tree or herb growing on them. A little after twelve o'clock I perceived the waves becoming gradually higher above the surface of the sea. About this time a little boat with five natives in it came rowing up to the ship, and, after asking two or three questions, rowed away again. I believe that they came out to ask if it was our ship that had come, and to report it before us to the mainland. On our left I saw a sandbank, with a lighthouse upon the end of it. The shapes of the mountains on the mainland were very extraordinary.

VIII. Egypt—Suez—*2nd month, 20th day. Fine: north wind.*—At ten o'clock in the morning anchored a mile off the mouth of Suez harbour. This place is on the boundary of Asia and Africa, and is situated at the bottom of the Western Gulf on the Red Sea. The entrance of the harbour looks towards the south-west, and its east and west shores are about two miles apart. The country is very stony, and looks parched: not a tree, not a herb grows in it. Habitations are few. There were 11 large steamships anchored in the harbour, and three or four small ones.

Shortly after twelve o'clock half of our number embarked on board one of these small steamers, 18 ft. broad and 78 ft. long, and, leaving the other half behind, we landed on the end of a pier. On the shore there is an hotel, built in the Western fashion, and upstairs there was midday-rice for us. Having taken a little rest, we went out to the head of the steam-carriage road. The baggage had been already landed from the ship, and put into the train (*lit.* steam-carriage). So at two o'clock we mounted the carriage, and set off westwards, by the power of steam, as quick as lightning. The carriage was 9 ft. broad and 18 ft. long: the inside of it is divided into three parts, in each of which eight people sit face to face. Just behind six similar carriages were connected to us, filled with luggage; these carriages can be decreased or increased in number, according to the number of travellers and the quantity of their baggage. The steam-power of the carriage at the head of it can run like lightning, 1,000 or 10,000 miles, with a train of carriages 300 yards long behind it. How surprising and wonderful this is! The carriage-way is made of iron *thresholds*, a little less than 2 inches broad, 6 inches high, and more than 6 or 8 yards long, connected together. The two *thresholds* are about 10 ft. apart, and these lines, stretching along for many thousand miles, form the road of the steam-carriage. At the side of the road, at every 20 yards, are planted posts about 18 ft. high, on which are hung in small or great numbers the *lightning-news-long-wires* (telegraph). If there be a river in the road, an iron or stone bridge is thrown across; if they meet with a hill, they pierce its belly, and make a tube-like road through it. As it is dark in these tunnels, in every division of the carriage there is a glass lamp overhead in the centre, which is put in and lighted from the roof. But the ground in Western countries is generally flat and level, with hardly any mountains rising up at all.

By the side of the road there was sand extending along for 10 miles, then garden, fields, and villages. I saw wheat growing, and rape, and trains of camels, with people's houses—merely four walls, with the tops covered with trees and twigs, and the inhabitants live on the earthen floor. I think that these are the people who are called dwellers in caves, or who, following the water-grass,* change their habitations.

IX. Cairo.—We sped on like lightning for 70 miles, and at four o'clock arrived at the Cairo terminus of the railway. The streets of this place are very narrow, and the smoke of the people is thick. The number of houses is about 80,000, and it appears to have been a fine place in ancient times. On the outside of the upper story of the houses birds, beasts, and flowers are painted, and certainly are done with the greatest care. There are many tumble-down and decayed places; three-tenths of the houses are quite in ruins. The natives have stupid and low customs, and are very lazy in the business of life.

There were a great many men and women riding about on donkeys; nevertheless, a large number also walked. Among the natives six or seven out of ten have green and narrow eyes. According to one account, in consequence of a great deal of sand existing here, and it being, moreover, a parched and dry place, the wind blows a great deal of sand about, which strikes against persons' faces, and causes them to wink and close their eyelids habitually; that account is very near the truth. They load the camels with goods, just as we do the horse and bullock in our own country. The streets are usually full of dirt, dust and smells, and the flies strike against people's faces in a most intolerably vexatious manner.

We then changed into horse-carriages, and went away from the stopping-place of the steam-carriage road southwards. At dusk we arrived at the residence of the Governor, about two miles distant, where we stopped. The courtyard round the house was about 120 yards broad, by twice the length. Within the court were planted many trees, and different sorts of plants; while vegetables and flowers grew in the garden behind. On one side there was a deep well, with a horse by it, which turned a wheel when driven round; there was some machinery, and a rope, with many buckets attached to it, by which the water was drawn up to the mouth of the well, and then used for sprinkling the gardens.

The house was built of stone, two stories high, and a winding flight of steps led up to it. The height of the ceilings was about 15 ft., and a flowered carpet was spread in every room. A large mirror was hung in the middle of the wall, and a glass lamp shaped like a garlic flower suspended from the ceiling. There were silk blinds before the windows, and thin musquito curtains hung down over the beds. The roof of the house was not a double incline, but level, and plastered with lime. The windows were 18 ft. square, and filled with glass. This place is in Ijitto, in the continent of Africa; at present it belongs to Turuko, and all the government officers are appointed thence.

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* That is, equal in size and height, and at regular distances.

† As this longitude is the same as that of the day before, I am afraid that it must be a mistake.—*Note by author.*

* Caradoc (?)

* This is one of the habits of so-called barbarians, who are supposed to eat grass, and, when they have finished all that is in one place, they go in search of another.—*Translator.*

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Jacob's Rifle Shell Tubes, Cartridges and Caps for Colt's, Deane's, Tranter's, Adam's, and other Revolvers.

Ball Cartridges

for Enfield Rifles, also for Westley Richard's, Terry's, Wilson's, Mont Storm's, Green's, and other Breech-loaders.

Bullets of uniform weight, made by compression from soft Refined Lead. Mechanically fitting projectiles for Rigby's and Henry's Rifles.

ELEY BROTHERS, Gray's-Inn-Road, London, W.C.

(Wholesale Only).
24ma-66 643 September 30th, 1865.

MORE CURES OF CONSUMPTIONS COUGHS, ASTHMA, AND DISEASES OF THE CHEST AND LUNGS,

BY

DR. LOCOCK'S PULMONIC WAFERS.

EXTRACT of a letter from Mr. C. Ward, stationer, &c., Market-place, Heckmondwike, Yorkshire, May 27th, 1863.—"The cures of consumption, asthma, and other diseases of the chest and lungs, are regularly occurring. One person in Liversedge, a village adjoining this town, named James Richardson, who has been an asthmatical man for nearly twenty years, declares that they are worth £1 a box (using his own words). He feels quite a new man through this truly valuable medicine" Dr. Locock's Pulmonic Wafers give instant relief of asthma, consumption, coughs, colds, and all disorders of the breast and lungs. To singers and public speakers they are invaluable; they have a pleasant taste. Price 1s. 1½d. 2s. 9d., and 11s per box. Sold by all druggists.
tf (3) 532 October 29th, 1864.

MISCELLANEOUS.

BENSON'S WATCHES,

CLOCKS, JEWELLERY, SILVER, AND ELECTRO PLATE.

J. W. BENSON, Ludgate Hill, London, E.C. (Established 1749), Watch and Clock Maker by Warrant of Appointment to H R.H. the Prince of Wales, has fitted up extensive Workshops with steam machinery for the production of Clocks and Timepieces of every description.

WATCHES

adapted for every class, climate, and country. Wholesale and Retail. Chronometers, Duplex, Levers, Horizontal, Repeating, Centre Seconds, Keyless, and Chronographs, at £2 10s. to 200 Guineas.

CLOCKS;

Drawing. Dining. and Bedroom, Bracket, Carriage, Church. Turret, Stable or Office, at £1 1s. to 1,000 Guineas.

OPINIONS OF THE PRESS.

"The movements are of the finest quality which the art of horology is at present capable of producing."—*Illustrated London News,* November 8, 1862.

"Some fo them are of great beauty; and if the English watch-trade only follow up with the same spirit and success this first attempt to compete with foreigners in decorative watches, there seems to be no reason why we should not get the trade entirely into our own hands."—*Times,* June 23, 1862.

Benson's 4-Guinea London-Made Patent Lever Watch,

Capped and Jewelled, strong Silver Cases made in four sizes, from 1⅝ to 2 inches in diameter. This Watch is suitable for everybody, and is without doubt the best, cheapest, and most accurate Watch manufactured in this country.

Benson's £2 10s. Horizontal Watch,

Jewelled, &c., strong Silver Cases, 1½ to 2 inches in diameter, a sound and useful Watch.

Benson's 5-Guinea Lady's Gold Watch,

Horizontal movement, Jewelled in four holes, and all the late improvements, combined with a rich artistically engraved case and dial, making it a model of elegance.

Benson's 6-Guinea Gentleman's Gold Watch,

Horizontal movement, Jewelled in four holes, and all the late improvements, with a pure white-enamelled dial, and elegantly engraved or engine-turned case.

Benson's Indian Watch,

a London made, Patent detached Lever Watch, Jewelled in four holes, with compensating Balance, keeps accurate time in any climate. Price, in strong Silver Case, £11 11s. Gold Cases, £25.

Benson's Exact Watch,

Constructed expressly to resist the action of extremes of temperature, Silver Cases, £21 and £25; Gold Cases, £30 and £35.

A PROFUSELY ILLUSTRATED PAMPHLET

of Watches, Clocks, and Chains, descriptive of every construction of Watch made, with prices from which Wholesale and Retail buyers can select, post free for six Stamps. Also a catalogue of Silver and Electroplate, containing 300 Illustrations, post free for 12 Stamps. *Copies can be inspected at the Office of this paper.* All orders should be accompanied by a remittance.

J. W. Benson, having made arrangements with numerous Manufacturers of every description of Goods, residing in England, France, Switzerland, and Germany, will undertake commissions to purchase and ship to all parts of the world their productions at the manufacturers' prices, charging the usual commission upon the amount of order.

J. W. Benson, Maker of the Great Clock for the Exhibition, 1862, and of the Chronograph Dial, by which was timed "The Derby" of 1862, 1863, 1864 and 1865. Prize Medallist, Class 33, and Honourable Mention, Class 15.

LUDGATE HILL, LONDON.
24fe 1866 634 2nd September, 1865.

PICKLES, SAUCES, JAMS, &C.,

(FREE FROM ADULTERATION),

MANUFACTURED BY

CROSSE & BLACKWELL

PURVEYORS TO THE QUEEN,

SOHO SQUARE, LONDON.

CROSSE & BLACKWELL'S

Renowned first-class Manufactures are obtainable from every respectable Provision Dealer in the World.

Purchasers desirous of being supplied with C. & B.'s goods, which are all of the best quality, and of a thoroughly wholesome character, should be careful to see that inferior articles are not substituted. Their genuine preparations bear their names and addresses upon the labels.

Their Pickles are all prepared in Pure Malt Vinegar, boiled in Oak Vats, by means of Platinum Steam Coils, thus avoiding all possibility of contact with Copper, or any other injurious metal; and they are precisely similar, in quality to those supplied by them for use at

HER MAJESTY'S TABLE.

Oxford Sausages, Patent Preserved Hams, Cheese and Bacon, Yorkshire Game and Pork Patés, Fresh Oysters in Tins, Salmon Cutlets, Whitebait, Fillets of Soles, Bologna Sausages, Herrings à la Sardines, Soups, Meats, and Vegetables in Tins, Fruits in Syrup, also in Noyeau and Brandy, Crystallized Fruits, all of which, as well as many other articles too numerous to include in an advertisement, they can strongly recommend. Their Salad Oil is the finest imported.

C. & B. are Agents for LEA & PERRINS' Celebrated Worcestershire Sauce, Carstairs' Sir Robert Peel's Sauce, M. Soyer's Sauces, Relish and Aromatic Mustard, Payne's Royal Osborne Sauce, Captain White's Oriental Pickle, Curry Powder and Paste, and Mulligatawny Paste, Grimwade's Dessicated Milk, and for Masson's French Chocolate.
22ap-66 513 22nd April, 1865.

MISCELLANEOUS.

JOYCE'S AMMUNITION,

Established 1820.

The following articles, of the best quality, for Sporting and Military purposes, may be had of all Gunmakers and Dealers in Gunpowder.

TREBLE WATERPROOF CENTRAL FIRE PERCUSSION CAPS.

CHEMICALLY-PREPARED CLOTH, FELT AND PAPER WADDINGS.

Cartridge Cases for Breech-loading Guns, and Wire Cartridges for Killing Game at Long Distances

FREDERIK JOYCE & Co.,

PATENTEES AND MANUFACTURERS,

57, Upper Thames Street, London, E. C.

Contractors to Her Majesty's War Department.

Wholesale only.
15ja-66 o-a-l 628 July 15th, 1865

OAKEY & SONS'

WELLINGTON KNIFE POLISH, EMERY, BLACK LEAD, &C.

JOHN OAKEY & SONS;

MANUFACTURERS OF

Emery, Black Lead, Glass and Emery Paper, and Glass Cloth.

INDIA-RUBBER KNIFE-BOARDS, &c.

WELLINGTON MILLS,

172, *Blackfriars Road, S., London.*
15ja-66 o-a-w 627 July 15th, 1865.

SAUCE.—LEA AND PERRINS' WORCESTERSHIRE SAUCE.

PRONOUNCED
BY
CONNOISSEURS
TO BE THE
ONLY GOOD SAUCE AND APPLICABLE
TO
Every Variety of
DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851,

"Tell Lea and Perrins that their sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made

CAUTION.

LEA AND PERRINS

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with Spurious Imitations, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

⁂ Sold Wholesale and for Export by the Proprietors, Worcester; Messrs. Crosse & Blackwell; Messrs. Barclay and Sons, London; &c., &c; and by Grocers and Oilmen universally.
31de-65 318 Dec. 24 1863.

PURE DRUGS, CHEMICALS, &c.

BURGOYNE & BURBIDGES,

EXPORT DRUGGISTS,

COLEMAN STREET, LONDON.

TRADE MARK—B & B

Publish monthly a Price Current of nearly 3,000 Drugs, Chemical, Pharmaceutical, and Photographic Preparations, Patent Medicines, Surgical Instruments, &c., and every description of Medical Sundries.

This is the most complete List ever published, and will be forwarded every month, **FREE OF ALL CHARGE,** upon application.

⁂ As the latest fluctuations of the Market are always noted this List is invaluable to Chemists, Druggists, Storekeepers, and Surgeons.
t-a-m—6ja-66 565

TEETH WITHOUT PAIN.

OSTEOEIDON.

Patent, March 1st, 1862.

MESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, with soft flexible gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for those long resident in warm climates.

MESSRS. GABRIEL,

THE OLD ESTABLISHED

DENTISTS.

Diploma 1815.

27, Harley Street, Cavendish Square, and 4 doors from the Railway Bridge, Ludgate Hill, London;
Liverpool: 134, Duke Street.
Birmingham: 65, New Street.

Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

Gabriel's Celebrated Odontalgique, for restoring and preserving the Teeth, 10s. 6d. and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 5s. and 10s. 6d. per packet; and the Gutta Percha 1s. 6d. per box.

Gabriel's Practical Treatise on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.
13my-66 599 May 13th, 1865.

MISCELLANEOUS.

TUPPER & Co's

GALVANIZED CORRUGATED IRON AND PATENT TILES,

FOR

Roofs, Sheds, Churches, Out-Buildings, &c.

In order to protect the Public, all Tupper & Co.'s Manufactures are marked,—

"**TUPPER & COMPY., Manufacturers,**
"*61a, Moorgate Street, London;*
"WORKS—LIMEHOUSE AND BIRMINGHAM,"

With either of their brands, Best Best TC with Crown over; Best Cross Dagg[illegible]r G in Circle.

For Prices, Drawings, and general information, apply through any respectable London house, or to the Manufacturers direct.

61a. *MOORGATE STREET, LONDON.*

⁂ Catalogues forwarded on application.

CAUTION.

Inferior qualities are being sold as Tupper & Co.'s make.
o-a-f 24de 550 December 24th, 1864.

COLTS' REVOLVERS,

As supplied to and adopted by the

ENGLISH, AMERICAN, RUSSIAN, PRUSSIAN,

and many other Governments, are recognised to be the most durable and efficient Revolvers existing for House Protection, Travellers and Officers. Colt's celebrated Revolving

RIFLES, SHOT-GUNS,
AND
PISTOL-CARBINES

Pistol with attachable stock) Exhibition Prize Medal awarded, 1862 Beware of Counterfeits Every arm is London-proved, and bears the Company's trade marks

HOLSTERS, BELTS, POUCHES, AMMUNITION.

Address—

COLT'S FIRE-ARMS COMPANY,
14, PALL MALL, LONDON.

Also to be had through any East India or Colonial Agency.
25ma o-a-f 585 March 25th, 1865.

INDIGESTION & STOMACHIC WEAKNESS

PEPSINE

T. MORSON AND SON,

Wholesale and Export Druggists, Manufacturers of the far-famed PEPSINE WINE, are enabled to offer the purest and surest substitute for the Gastric Juice,

ITS USE IS NOW UNIVERSAL.

Sold in Bottles 4, 8, & 16 ozs., and obtainable of all Chemists and Patent Medicine Vendors.

Morson's Pepsine Lozenges, Powder, Patent Gelantine, and all Granular Preparations, &c.

Manufacturers of Chemical, Pharmaceutical and Photographical Preparations.

T. MORSON AND SON,
19 *and* 46, *Southampton Row, London.*

⁂ Orders (payable in London), are most carefully shipped.
14ja-66 490

CHARLES F. MOORE,

GENERAL COMMISSION AGENT,

TIENTSIN.
9de 636 Sept. 1st, 1865.

S. CLIFTON,

MILLINERY AND DRAPERY ESTABLISHMENT.

Also,

SADDLERY OF EVERY DESCRIPTION,

Keangse & Nankin Roads.

S. CLIFTON.
tf 577 Shanghai, Jan. 1st, 1865.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPER AND BAKERS,

BREAD AND BISCUITS.

SHANGHAE.

WATSON, CLEAVE & Co.

Chemists & Druggists,

NANKIN ROAD, near THE BUND,

SHANGHAI.

大 藥 房
tf 512 Shanghai, 1st October, 1864.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,

SHANGHAI.

Yang-king-pang, Corner of Rue Montaub[illegible]
tf Shanghai, 4th April, 1862.

A. MARKS and Co.,

Auctioneers and Commission Agents.

Yokohama,

JAPAN.
24oc 264 Yokohama, 5th October, 1863.

Edited by R. ALEXANDER JAMIESON.
Printed & Published every Saturday; at the North-China Herald Office, Shanghai.]

SUPPLEMENT
TO THE
"NORTH-CHINA HERALD," OCTOBER 7, 1865.

SHANGHAI TEA, SILK, COTTON, AND OPIUM RETURNS FOR SEASON COMMENCING JUNE 1ST, 1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN.

Ship.	*Cleared*	*Destination*	*Congou.*	*Souchong.*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun. Powder.*	*Total Green.*
Total as per last	Report, ...	....	103623.43	...	...	...	...	103623.43	479.05	0.40	5617.17	3801.57	36.48	748.77	1613.13	3874.32	16170.89
Garrawalt, ...	Sept. 24	London,	4743.91	...	...	...	...	4743.91	226.45	435.84	384.30	170.70	...	100.00	137.19	273.82	1728.30
	... ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	... ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			108367.34	...	...	...	...	108367.34	705.50	436.24	6001.47	3972.27	36.48	848.77	1750.32	4148.14	17899.19
Total cleared in	September	Piculs.........	17369.68	...	...	...	...	17369.68	226.45	435.84	546.80	170.70	...	100.00	207.84	509.20	2196.83

HONGKONG AND COAST PORTS.

Ship	*Cleared*	*Destination*	*Congou*	*Souchong*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun Powder.*	*Total Green.*
Total as per last	Report	....	3243.06	...	...	...	1430.69	4673 75	20.58	160.64	...	320.03	..	...	...	...	501.25
Ganges, ...	Oct.	Hongkong, ...	12.00	...	...	...	...	12.00	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			3255.06	...	...	...	1430.69	4685.75	20.58	160.64	...	320.03	...	...	...	..	501.25
Total cleared in	September	Piculs..........	403.12	...	...	...	463.86	866.98	20.58	160.64	...	204.32	...	...	...	...	224.9 0

UNITED STATES.

Ship.	*Cleared.*	*Destination.*	*Congou.*	*Souchong.*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun Powder.*	*Total Green*
Total as per last	Report.........	....	...	...	...	...	...	...	1971.43	...	12597.32	2943.17	381.35	1697 66	2384.71	2579.36	24555.00
J. W. Seaver,..	Sept. 16th,...	New York,.........	...	...	...	...	...	...	...	...	499.09	40.38	22.69	99.79	61.04	125.39	848.38
			...	...	...	...	...	...	1971.43	...	13096.41	2983.55	404.04	1797.45	2445.75	2704.75	25403.38
Total cleared in	September	Piculs	...	...	...	...	...	...	...	...	499.09	40.38	22.69	99.79	61.04	125.39	848.3 8

SILK.

GREAT BRITAIN.

Ship	*Cleared*	*Destination*	*Raw*		*Thrown*		*Total.*		JAPAN *Re-exports*		JAPAN *Transhipment*		*Coarse.*		*Refuse.*		*Cocoons.*	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls.	Bales	Piculs.	Bales	Piculs.
Total as per last	Report	....	26341	20940.26	25	23.85	26366	20964.11	67	67.38	3549			18.53	628	1110.87	....	
Ganges, ...	Oct. ...	London	619	493.61	...	...	619	493.61	...	...	...		......		...	...	....	
																	....	
			26960	21433.87	25	23.85	26985	21457.72	67	67.38	3549			18.53	628	1110.87	....	
Total cleared in	Sept.	Piculs	2814	2242.45	...	...	2814	2242.45	...	...	221			1.18	301	542.64	....	

THE CONTINENT.

Ship.	*Cleared.*	*Destination*	*Raw*		*Thrown*		*Total*		JAPAN. *Re-exports*		JAPAN. *Transhipment*		*Course*		*Refuse*		*Cocoons*	
			Bales.	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls	Pls.	Bales	Piculs	Bls.	Piculs
Total as per last	Report	....	5470	4355.62	1	0.87	5471	4356.49	129	99.56	901	....	8	13.74	8	14.50		156.86
Ganges,...	Oct. —	Marseilles	13	10.40	......		13	10.40		......	......	....	....			....		......
			5483	4366.02	1	0.87	5484	4366.89	129	99.56	901	......	8	13.74	8	14.50		156.86
Total cleared	in Sept.	....	650	516.76	1	0·87	651	517.63	45	34.65	335	......	....		8	14.50	....	

COTTON.

SHIP.	*Cleared*	GREAT BRITAIN. *Export*	GREAT BRITAIN. *Re-export*	GREAT BRITAIN. *Transhipped*	HONGKONG. *Export*	HONGKONG. *Re-export*	HONGKONG. *Transhipped*	COAST PORTS. *Export*	COAST PORTS. *Re-export*	COAST PORTS. *Transhipped*	INDIA. *Export*	INDIA. *Re-export*	INDIA. *Tran-shipped*	AMERICA. *Export*	AMERICA. *Re-export*	AMERICA. *Tran-shipped*	TOTAL. *Piculs.*
Total from June	1st	...	...	...	18,963	809	750	11,741	766	...	...	...	...	...	...	...	33,029
Hyacinth	Oct. 2	...	...	...	542	...	...	...	...	...	...	...	...	...	...	...	542
Pekin..................	2	...	...	...	115	393	...	...	...	...	...	...	...	...	...	...	508
Bob Tail Nag	3	...	...	...	...	...	...	36	...	...	...	...	...	...	...	...	36
Dumbarton	5	...	...	...	718	...	...	...	...	...	...	...	...	...	...	...	718
Yesso..................	5	...	...	...	551	...	...	...	...	...	...	...	...	...	...	...	551
Bertha Pauline......	5	...	...	...	...	...	...	92	...	...	...	...	...	...	...	...	92
Nipon..................	6	...	...	...	...	...	...	667	...	...	...	...	...	...	...	...	667
		...	...	...	20.889	1,202	750	12,536	766	...	...	...	...	...	...	...	36,143
Total cleared in Sep	tember	...	...		8,933	353	...	2,566	...	...	...	...	...	...	...	...	11,852

OPIUM.

OPIUM RETURN FOR WEEK ENDING SEPTEMBER 30TH, 1865.

IMPORTED.

	Malwa. Chests.	*Malwa.* Weight.	*Patna.* Chests.	*Patna.* Weight.	*Benares.* Chests.	*Benares.* Weight.	*Turkey.* Chests.	*Turkey.* Weight.
Imported and stored on board Receiving Vessels,...	543	543.00	150	180.00	115	138·00	1	1.00
Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed... ...	7	7.00	...	...	...	...	4	4.00
Imported direct to the shore	3	3.00	...	...	...	...	...	...
Total	553	553.00	150	180.00	115	138.00	5	5.00

	Malwa. Chests.	*Malwa.* Weight.	*Patna.* Chests.	*Patna.* Weight.	*Benares.* Chests.	*Benares.* Weight.	*Persian.* Chests.	*Persian.* Weight.
Landed from Receiving Vessels and intended chiefly for Local consumption	9	9.00	83	99.60	17	20.40	...	...

RE-EXPORTED.

Description.	*Chinkiang.* Chests.	*Chinkiang.* Weight	*Kiukiang.* Chests.	*Kiukiang.* Weight.	*Hankow.* Chests.	*Hankow.* Weight.	*Chefoo.* Chests.	*Chefoo.* Weight	*Tientsin.* Chests.	*Tientsin.* Weight.	*Newchwang.* Chests.	*Newchwang.* Weight	*Ningpo.* Chests.	*Ningpo.* Weight.	*Takao.* Chests.	*Takao.* Weight.	*Hongkong.* Chests.	*Hongkong.* Weight.	*Nagasaki.* Chests.	*Nagasaki.* Weight.	*Total.* Chests.	*Total.* Weight.
Malwa...	31	31.00	48	48.00	66	66.00	10	10.00	65	65·00	69	69.00	59	59.00	...	...	...	...	...	...	348	348.00
Patna	15	18.00	...	...	...	...	...	...	30	36.00	2	2.40	14	16.80	...	...	...	...	...	...	61	73.20
Benares	...	...	...	...	...	...	...	...	20	24.00	...	...	10	12.00	...	...	...	...	...	...	30	36.00
Persian	...	...	...	...	3	3.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3.00
T[illegible]y...	...	...	...	...	...	...	...	...	1	1.00	...	...	...	..	...	...	...	...	...	...	1	1.00
Total ...	46	49.00	48	48.00	69	69.00	10	10·00	116	126.00	71	71.40	83	87.80	...	...	...	...	...	...	443	461.20

SHIPPING INTELLIGENCE.

ARRIVALS.

DATE	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	FROM	Sailed	CARGO.	CONSIGNEES.
Sept 29	Kiangse	A. str	517	Gray	Ningpo	Sept 28	General	Russell and Co
.. 30	Whampoa	B. str	115	Whitelow	Ningpo	.. 29	General	David Sassoon Sons & Co
.. 30	Poyang	A. str	827	Blanchard	Hankow	.. 26	do	Olyphant and Co
.. 30	Fusi-Yama	B. str.	2000	McQueen	Hankow	.. 28	do	Dent and Co
.. 30	Hardy	H M g-b		Morice				
Oct 1	Kiangse	A. str	547	Gray	Ningpo	.. 30	do	Russell and Co
.. 1	Fei-ma	B. str	121	Bird	Ningpo	.. 30	do	Moses and Co
.. 1	Huquong	A. str	1383	Simmons	Hankow	.. 28	do	Russell and Co
.. 3	Whampoa	B. str	115	Whitelow	Ningpo	Oct 2	do	D. Sassoon, Sons and Co
.. 3	Kiang-loong	A. str	945	West	Hankow	Oct 1	do	Augustine Heard and Co
.. 4	Tah-wah	A. str.	245	Andrews	Hankow	Sept 30	do	Olyphant and Co
.. 4	Kiangse	A. str	517	Gray	Ningpo	Oct 3	do	Russell and Co
.. 5	Fenella	B. str.	179	Hutchinson	Ningpo	Oct 5	Tea, &c	Nichol Latimer and Co
.. 5	Whampoa	B. str	115	Whitelow	Ningpo	Oct 5	General	David Sassoon Sons & Co
.. 6	Kiangse	A. str	517	Gray	Ningpo	Oct 5	do	Russell and Co
.. 6	Yeddo	B. str	294	Laity	T'tsin & C'foo	Sept 30	do	W. R. Adamson and Co
.. 6	Cadiz	B. str.	481	Soames	Nagasaki	Oct 1	do	Wm. Davison, for Ag

DEPARTURES.

FROM THE ANCHORAGE.

Date.	VESSELS.	FLAG & RIG.	Tons	CAPTAIN.	DESTINATION.	CARGO.	DESPATCHED BY
Sep 29	Yesso	B. str.	557	Cairns	Hongkong	Tea, etc	Dent and Co
.. 29	Ying-tsze-fei	B. str.	315	Stocks	T'tsin v C'foo	Opl., etc	Trautmann and Co
.. 29	Kiangse	A. str.	517	Gray	Ningpo	do	Russell and Co
.. 30	Water Lily	B sch	140	Lounsberry	Hongkong	Stores	Oxford and Co
.. 30	Maria	Da. bk	150	De Fong	Macao	Ballast	P. Kroes and Co
.. 30	Little Orphan	A. str.	160		Hongkong		Augustine Heard and Co
.. 30	Kin lin	B. str	270	Bramwell	Nagasaki	Sun., &c	Glover and Co
.. 30	Hurricane	B. ship	1198	McIlwrath	San Francisco	Ballast	Smith, Kennedy and Co
.. 30	Iron Crown	B. ship	1090	Lee	London	Teas	Frazar and Co
.. 30	Ousnel	B. bark	563	Paton	Nagasaki	Re-exp'ts	John Thorne
.. 20	Roseneath	B. brig	227	Nissen	Tamsui	C'ton, etc	Rehhoff, Vale and Co
Oct 1	Dumbarton	B. str.	954	Vincent	Hongkong	do	Gibb, Livingston and Co
.. 1	Pekin	B. str	1200	Esmond	Hkg F'chau	do	Wm. Davison, for the Agent
.. 1	Shanse	A. str	561	Perkins	H'kow & P'ts	General	Russell and Co
.. 1	Gerard	B. str.	419	Quirk	C'foo T'tsin	Opl., &c	Smith, Kennedy and Co
.. 1	Fenelia	B. str.	179	Hutchinson	Ningpo	Ballast	Nichol Latimer and Co
.. 1	Bob Tai Nag	B. sch	175	Fox	Tamsui	Sundries	A. R. Tilby and Co
.. 1	Whampoa	B. str	115	Whitelow	Ningpo	do	David Sassoon, Sons and Co
.. 2	Minerva	B. bnq	695	Fox	Fuchau	Ballast	Smith, Kennedy and Co
.. 2	Anna	Da. sch	112	Petersen	Hongkong	do	Eduard Schellhass and Co
.. 2	Marco Polo	Ha. bk	389	Henschild	Hongkong	do	Siemssen and Co
.. 2	G. C. Lorenz Meyer	Ha. bk	275	Muller	Newchwang	Opl., etc	Wm. Pustau and Co
.. 2	Bintang	Old sch	140	Brunkop	P. Wladiw'tock	Re-exp'ts	Telge, Noelting ann Co
.. 2	Marianne	B. bk	192	Ugler	Newchwang	Opl., etc	Oxford and Co
.. 2	Kiangse	A. str	517	Gray	Ningpo	Opl., etc	Russell and Co
.. 3	Hyacinth	B. bark	321	Macfarlane	Hongkong	C'ton. etc	Smith, Kennedy and Co
.. 3	Sea Witch	B. ship	378	Hughes	Newchwang	Opium	David Sassoon, Sons and Co
.. 3	Bertha & Pauline	Bre sch	176	Lehmann	Amoy	C'ton. etc	Wm. Pustau and Co
.. 3	Whampoa	B. str	115	Whitelow	Ningpo	Opl., etc	David Sassoon, Sons and Co
.. 3	Rapid	Sia bq	429	Carlos	Chefoo	Sun., etc	A. R. Tilby and Co
.. 3	Vulcan	B. str	130	Randoll	Fuchau	do	Gibb, Livingston and Co
.. 4	Coren	B. bark	428	Lombard	Hongkong	Ballast	Dow and Co
.. 4	Macassar	Ha. bq	465	Petersen	Hongkong	do	Siemssen and Co
.. 4	Kiangse	A. str	517	Gray	Ningpo	Sun., etc	Russell and Co
.. 4	Perseus	H.M.S		Stevens	Nagasaki		
.. 4	Poyang	A. str	827	Blanchard	H'kow & Ports	General	Olyphant and Co
.. 5	Huquong	A. str.	1383	Simmons	H'kow & Ports	do	Russell and Co
.. 5	Osprey	H.M S		Menzies	Hankow		
.. 5	Fusi-Yama	B. str	2000	McQueen	H'kow & Ports		Dent and Co
.. 5	Whampoa	B. str.	115	Whitelow	Ningpo	Sundries	David Sassoon, Sons and Co
.. 6	Kiangse	A. str	517	Gray	Ningpo	Ballast	Russell and Co
.. 6	Fenella	B. str	179	Hutchinson	Ningpo	do	Nichol Latimer and Co
.. 6	Carl Wilhelm	Da. bk	218	Maton	Chefoo	Sun., &c	Clausen, Droege and Co

SHIPPING IN HARBOUR AND AT WOOSUNG, OCTOBER 7, 1865.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Remarks
Aden	Sept 18	B. str.	507	Andrews	Wm. Davison, for Agent	H'kong & Pts	9th inst
Anna	Ap 12	A. str	65		H. Fogg and Co	*Laid up*	
Cadiz	Oct 6	B. str	481	Soames	Wm. Davison, for Agt		
Chusan	Sept 11	B. str	434	Mooney	E. A. Reynolds	Japan	Early
City of Nantes	Sept 16	B. str	294	Gilman	Dow and Co		
Dupleix	Sept 16	Fr str	872	Mellisan	Messageries Imperiales	Yokohama	24h.f.Mail
Enterprise	Mar 22	A. str	107		H. Fogg and Co	*Laid up*	
Faust		Pru str	30		Wm. Pustau and Co	..	
Fei-ma	Oct 1	B. str.	121	Bird	Moses and Co	..	
Fire Queen	Sept 26	A. str.	1123	Parkes	Smith, Kennedy and Co	H'kow & Ports	Imdt
Gazelle	July 6	B. str.	40		Wm. Pustau and Co	Tientsin	cld 27 ult
Grete	Jan 13	Pru. str	30		Wm. Pustau and Co	*Laid up*	
Island Queen	Jy 20	B. str	129		F. R. Gamwell	..	
Kiangloong	Oct 3	A. str	945	West	Augustine Heard and Co	H'kow & Ports	8th inst
Lancefield	Mar 23	A. str	950		Russell and Co	Repairing	
Little Mary	May 21	B. str.			F. S. Smith	*Laid up*	
Mercury	June 28	B. str	138	Baynton	Reid and Co		
Mona	Sept 26	B. str	542	Bourn	Gibb, Livingston and Co	H'kg & Ports	To-day
Nanzing	Sept 23	B. str	319	Tulloch	Trautmann and Co	T'tsin v Chefoo	To-day
Shooey Leen	Sept 26	B. str.	492	Mann	Smith, Kennedy and Co	Hongkong	11th inst
South Western	July 5	B. str	110	Messeroy	Captain Patridge	Hongkong	Early
Tah-wah	Oct 4	Am str	215	Andrews	Olyphant and Co	Hkow & Ports	To-day
Tsatlee	Feb 19	A. str.	60	Lowell	Russell and Co	*Laid up*	
Tun-sin	Sept 15	B. str.	610	Bound	Geo. Barnet and Co		
Wan-Loong-Fei	Sept 16	B. str.	45		Geo. Barnet and Co	*Laid up*	
Yeddo	Oct 6	B. str.	294	Laity	W. R. Adamson and Co		

26 *Steamers.*]

HULKS.

Name	Commander	Flag	Tons	Agents
Alice	Kennedy	British barque	322	Nichol Latimer and Co
Berwick Walls	Barclay	(Floating Hospital)		
Bethel				
Kingsan		American ship		
Lady McNaughten	Weymouth	British ship	570	Geo. Barnet and Co
Louisa		British ship	90	T. R. Wheelock
Melbourne		British barque	594	Shaw, Brothers and Co
Ngapuhi		British ship	545	Harbor Master
Nimrod		British barque	262	H. I. M.'s Customs
Rosa	Richardson			F. R. Gamwell
Samuel Stoddart				
Stirling	Lamb	British brig	309	Dent and Co
Toy Fat	Cassiar	Prussian barque	266	Wm. Pustau and Co

MERCHANT VESSELS.

VESSELS.	Date of Arrival	FLAG RIG.	Tons	CAPTAIN.	CONSIGNEES.	DESTINATION	Remarks
Adelina	Ju 16	B. ship	759	Bennett	Smith, Kennedy and Co		Ft. or Ch
Adeline	Sept 24	B. brig	235	Ramsey	A. R. Tilby and Co		
Akindo	Sept 15	B. bark	373	Scott	John Thorne	H'dadi v N'ki	To-day
Amaranthe	Sept 15	Bre. bk	602	Heldorn	Wm. Pustau and Co		Dis'ing
Ann & Lucey	Aug 9	B. bark	270	Wade	Oxford and Co		Ft. or Ch
Appelina	Ju 28	B. brig	303	Chambers	Reid and Co		Ft or Ch
Assyrian	Sept 5	B. ship	555	Mearns	Smith, Kennedy and Co		Dis'ing
Aurelia	Aug 21	A. bark	480	Howes	Augustine Heard and Co		Ft. or Ch
Bankside	Jy 19	B. bark	498	Frail	Wm. Davison, for the Agent		
Breemah	Sept 20	B. ship	787	Johnson	Gilman and Co		
Rollins	Aug 25	B. bark	433	Russell	Edouard Schellhass and Co		Ft or Ch
Bravo	July 25	Ha. bq	451	Ode	Siemssen and Co		..
Calypso	Sept 26	A. bark	535	Ring	Augustine Heard and Co		..
Catalpa	Aug 18	A. bark	213	Stevens	Frazar and Co		Ft. or Ch
Chefoo	Sept 8	Ha. bk	196	Poh	Telge, Nölting and Co	Chefoo	Early
Chinaman	Sept 7	B. ship	667	Downie	Hilliday, Wise and Co		Dis'ing
City of Quebec	Ju 22	B. ship	663	Downie	Jardine, Matheson and Co	London	
Cobang	Ju 26	B. bark	327	Fullerton	A. R. Tilby and Co		S. FtorCh
Conheath	Ju 28	B. bark	307	Phillips	Frazar and Co		Ft. or Ch
Coulnakyle	Aug 20	B. ship	579	Morison	Gibb, Livingston and Co		Ft or Ch
Dan	Aug 22	Da. bk	449	Laurenberg	Wm. Pustau and Co		..
Dartmouth	July 30	B. ship	933	Davies	Gilman and Co	London	21st inst
Dewa Gungadhur	Jy 20	B. ship	596	Stratton	Jardine, Matheson and Co	Singapore	Early
Duck	Jy 21	B. ch	145		P. F. Cama and Co	Laid up	
Dwina	Aug 7	Rus bk	257	Rittern	Bourjau, Hubener and Co	Newchwang	cld 6 inst
Eduard & Elise	Sept 8	Ha. bq	280	Voss	Siemssen and Co		Dis'ing
Eidsvold	Aug 7	Nor bq	261	Paulsen	Siemssen and Co		Ft or Ch
Elizabeth	Aug 10	B. bark	442	Samson	A. R. Tilby and Co		
Ensign	Aug 10	B. bark	431	Black	Nichol Latimer and Co	London	Imdt
Eshun	Aug 3	B. bark	280	Lowe	Jarvie, Thorburn and Co		Ft. or Ch
Esmok	Aug 28	B. ship	834	Montgomery	Frazar and Co		..
Ethel	Ju 24	B. bark	371	Wylie	A. R. Tilby and Co	Hongkong	cld 16 inst
Eunice Nicholas	Aug 23	B. ship	1070	Berry	Dow and Co	Repairing	
Euxine	Aug 21	B. bark	339	Gardiner	J. H. Wignall and Co	Fuchau	Imdt
Fanny	Jy 8	B. bark	167	Waters	Frazar and Co		Ft or Ch
Finzel	Jy 19	B. bark	487	Hicks	Dow and Co	New York	Early
Flatworth	Sept 5	B. bark	378	Thomas	Jardine, Matheson and Co		Dis'ing
Garell	Sept 7	B. bark	242	Legrow	Wm. Pustau and Co		..
George Becker	Jy 20	Mec bk	300	Behnke	Siemssen and Co		Ft. or Ch
Glenroe	Ju 22	B. ship	716	Sands	Dent and Co	London	Early
Glen Isla	Sept 10	B. bark	372	Poock	A. R. Tilby and Co	Fuchau	To-day
Glengairn	June 8	B. ship	806	Garlock	Smith, Kennedy and Co	London	21st inst
Golden Fleece	Sep 26	B. brig	836	Simpson	Smith, Kennedy and Co		
Henry Harbeck	June 2	B. ship	714	Stoughton	Olyphant and Co		
Helen Nicholson	July 11	B. ship	716	Halliday	Baum, Tate and Co	London	21st inst
Hop Sing	Aug 26	Sia bq	341	Habekert	A. R. Tilby and Co		Dis'ing
Horsa	Jy 26	B. ship	1093	Smeedon	Birley, Worthington and Co	London	Early
Hot Spur	Aug 26	B. ship	523	Cornhgill	P. & O Co		Ft or Ch
Indian	Sept 7	B. bark	333	Brymner	Order		Dis'ing
Indus	Aug 17	B. ship	615	Allsop	Hogg Brothers		Ft or Ch
Industry	Sept 9	B. ship	592	Bennett	Master		Dis'ing
Insulaneren	Aug 31	Da. bq	228	Jorgensen	Oxford and Co		Ft. or Ch
Invincible	June 8	B. ship	657	Berching	Smith, Kennedy and Co		
Jane Anna	Sept 17	B. bk	306	Sowerby	Edward Schellhass & Co		Ft. or Ch
J. C. Munro	Jy 30	B. ship	612	Wood	Captain		..
J. N. Cushing	Jy 30	A. ship	637	Snap	Borneo Company Limited		..
Jura	Jy 24	Fr bk	450	Meyer	Vaucher Frères		S. FtorCh
Keen-ta	Feb 1	B. bark	286	Gall	Capt. Patridge		
Lord Clyde	Aug 19	B bark	531	Withers	Gilman and Co	Clyde	Early
Lucy E Ashby	Aug 9	A bark	315	Ashby	Dent and Co		
Marianne	Sept 5	Bre sch	142	Dieckmann	Edouard, Schellhass and Co		Fr or Ch
Marion	Ju 14	B. bark	460	Laughton	Dow and Co		Ft. or Ch
Mercia	Sept 27	B. bark	597	Simmers	A. R. Tilby and Co	Fuchau	Imdt
Morning Star	Sept 1	B. ship	562	Johnston	Frazar and Co		Ft or Ch
Napoleon III.	Aug 21	B. ship	710	[illegible]	Reid and Co		Ft. or Ch
Nimroud	Jy 8	B. ship	1022	Oughton	Dow and Co		Ft. or Ch
Nipon	Aug 4	Ha. bq	513	Averus	Siemssen and Co	Swatow	cld 6 inst
Nizam	Jy 31	Fr bk	415	Guioux	Therie and Co	S'pore v Hkg.	Early
Noe	Sept 6	Fr bk	266	Leveque	Remi Schmidt and Co		Ft. or Ch
Oscar	Sept 17	Dan bk	306	Thomsen	Bourjau, Hübener and Co		..
Overunner	Jy 29	Da. bq	290	Gottsche	Siemssen and Co		Ft or Ch
Padang Pandjang	Jy 19	Dut sh	600	Kebling	P. Kroes and Co	Amoy	Early
Panama	Sep 12	B. bark	295	Johnson	Bourjau, Hubener and Co	Hongkong	Early
Paragon	Aug 16	Sia sh	736	Holinquist	A. R. Tilby and Co		Dis'ing
Patna	Aug 21	B. bark	325	Jones	Dent and Co	Liverpool	Imdt
Patrician	Sept 25	B. ship	1140	Pain	Jardine, Matheson and Co		
Peep O'Day	Ju 30	B. bark	491	Johnson	Jardine, Matheson and Co		Ft. or Ch
Peterborough	July 16	B. bark	560	Orchard	Jardine, Matheson and Co		..
Petrel	May 31	B. schr	267	Lewis	Dent and Co	Laid up	
Podesta	Jy 21	Ha. bk	384	Angelbeck	Siemssen and Co	New York	21st inst
Polmaise	Jy 18	B. ship	897	Butler	Jardine, Matheson and Co	London	21st inst
Portland	Jy 20	B. ship	860	Peters	Jardine, Matheson and Co		Ft or Ch
Prata	Aug 2	Ha bq	310	Fabricius	Bourjau, Hubener and Co		..
Prince Alfred	Aug 24	B. ship	663	Jessen	W. R. Adamson and Co	London	Early
Queen of the East	Ju 21	B. ship	853	Rees	Smith, Kennedy and Co		Fr or Ch
Queen of the Forth	Aug 23	B. ship	678	Crombie	Smith, Kennedy and Co		Dis'ing
Queen of the Ocean	Aug 24	B. ship	670	Ellison	Gibb, Livingston and Co	London	Early
Queensland	Sept 20	B. bark	413	Kelly	Russell and Co		
Quick	Aug 22	B. bg	229	Vivert	Master		Ft. or Ch
Red Riding Hood	Jy 12	B. ship	709	Nicolson	Jardine, Matheson and Co		Ft or Ch
Robin Hood	Sept 15	B. ship	943	Morgan	French Government		Dis'ing
Roebuck	Sept 21	B. bnq	454	Harrowar	Frazar and Co		
Rover	Sept 5	A. bark	358	Hunt	Frazar and Co		Ft or Ch
Sarah Scott	Jy 19	B. bark	563	Richards	Reid and Co		Ft. or Ch
Seaton	Jy 8	B. bark	401	Thomson	Master		..
Sea Snake	Sept 8	B. bark	423	Popham	Gibb, Livingston and Co		Dis'ing
Selina Jane	Sept 6	B. brig	216	Grunwood	Siemssen and Co		Dis'ing
Shooting Star	Ju 17	Siam sh	610	Bruhn	A. R. Tilby and Co	Chefoo	Early
Simoda	Ju 21	B. ship	646	Drysdale	Dow and Co		S. FtorCh
St. George	Sept 3	Sia bq	296	Davies	A. R. Tilby and Co		Dis'ing
Thistle	July 23	B. schr	300	Hastey	Jardine, Matheson and Co	Laid up	
Thomas Dryden	Jy 18	B. bark	416	Brown	Master		Ft. or Ch
Timavo	Sept 17	Pru bk	413		Wm. Pustau and Co	Tientsin	To-day
Turandot	Sept 6	Ha. bk	400	Mehnert	Wm. Pustau and Co	Newchwang	To-day
Tyelong	Ju 14	Sia bk	475	Denesky	A. R. Tilby and Co	Swatow	Early
Valetta	Ju 26	B. bark	386	Dawes	Augustine Heard and Co		Ft. or Ch
Waalstroom	Sept 16	Du. bk	413	Gfoot	Master		
Whitehall	Ju 10	B. ship	936	James	Captain		Ft. or Ch
Wild Deer	Ju 21	B. ship	1016	Cobb	Jardine, Matheson and Co	London	Early

109 *Vessels.*]

TUG BOATS PLYING FOR HIRE,

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	63	Augustine Heard and Co
Fei Yuen	Erickson	British steamer	50	Shanghai Tug and Lighter Co
Fokelin	Kofod	British steamer	70	Captain Patridge
Hercules	Parkes	British steamer		Captains
Martin White (Laid up)		American steamer	100	H. Fogg and Co
Powerful	Ryder	Ham. steamer	50	Wm. Pustau and Co
Samson	Erikson	British steamer	81	Capt. Patridge
Titan	Gullett	British steamer		Smith, Kennedy and Co
Wusung (Laid up)	Hellet	American steamer	161	John Forster and Co